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- L.A. Division from the Cab
- To School on a Caboose



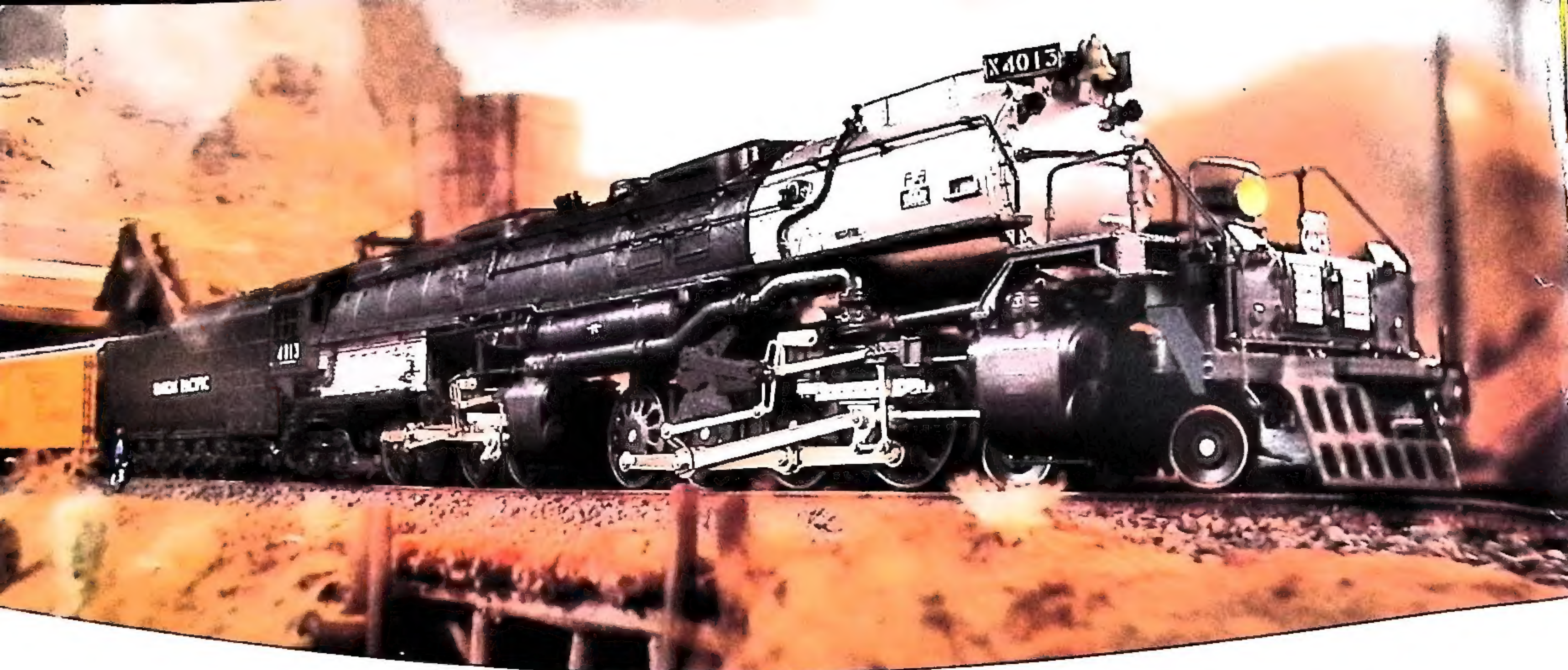
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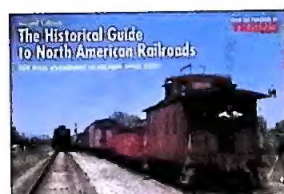
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ABOVE: New York Central Hudson 5382 leads the Chicago-bound *James Whitcomb Riley* out of Lafayette, Ind., in 1950 (see page 76). Hal Lewis photo.

ClassicTrains

THE GOLDEN YEARS OF RAILROADING

SUMMER 2002 • VOLUME 3 NUMBER 2

- 20** *Inside the Santa Fe: My Big Red School Bus*
For one memorable fall term, a railroader's son commuted to Williams (Ariz.) High School by train. *By Charles W. Lindenberg*
- 22** *Inside the Santa Fe: Master of the L.A. Division*
Whether he was on Cajon Pass or the Harbor District, engineer Walter Hodson had a thing about visibility and distance. *By Don Richardson*
- 30** *Inside the Santa Fe: Hijinks on the 'Punkin Run'*
A night to remember on Santa Fe's Pekin District, the "unremarked" branch line in Illinois. *By Robert Nicholson*
- 34** *Inside the Santa Fe: Conductor to the Stars*
On the *Super Chief*, Pullman conductor Jack Kuhn regularly served Hollywood movie stars. *By Robert S. McGonigal*
- 40** *Crossroads of the South*
Atlanta's two downtown passenger terminals made for great train-watching, especially in fall 1954. *By J. Parker Lamb*
- 50** *Photo Section*
Delaware & Hudson and SP steam; bright diesels of the Ann Arbor, GB&W, and PGE; a Pennsy GG1, and more—all in color.
- 60** *William White: Railroad leader*
A "two-fisted" executive made his mark on Eastern railroading, first on Lackawanna, then on NYC, D&H, and EL. *By H. Roger Grant*
- 64** *William S. Young's Short Lines and Steam*
A master storyteller of the small side of railroading, this Pennsylvania photographer became a prolific railroad publisher. *By John Gruber*
- 74** *Swank Switcher*
Jacksonville Terminal relied solely on yard goats, but painted them up like mainline power. *By Robert S. McGonigal*
- 76** *Hoosier Hot Spot*
In 1949 and '50, Lafayette Junction, Ind., offered 50 trains a day on the Big Four, Nickel Plate, Wabash, and Monon. *By Hal Lewis*
-
- 6** *Editor's Page*
Classic—all the way
- 7** *Contributors*
Meet this issue's crew
- 8** *True Color*
Hell-bent for Bay Head with a PRR K4
- 10** *Fast Mail*
Letters from our readers
- 14** *Fallen Flags Remembered*
Pittsburgh & Lake Erie
- 84** *A Classic Year*
1950
- 86** *The Way It Was*
Tales of railfans and railroaders
- 96** *Second Section*
Books spotlight classic passenger trains
- 98** *Bumping Post*
Provincetown, Mass., on the New Haven



ON THE COVER: Santa Fe "Warbonnet" F7 33C is stopped with the westbound *Grand Canyon* on Cajon Pass in January 1965. Gordon Glattenberg photo (see page 22).

Classic—all the way

THE WORD "CLASSIC" has gotten a lot of use in recent years, including, of course, in this very magazine. In the context of railroading, classic can mean, according to our *Webster's Ninth New Collegiate Dictionary*: "of recognized value . . . serving as a standard of excellence . . . traditional . . . enduring . . . historically memorable . . ." While we think everything in CLASSIC TRAINS fits at least one of those definitions, few aspects of railroading possess *all* those attributes.

The Atchison, Topeka & Santa Fe Railway did. Value? As the shortest and fastest (indeed, the only) railroad from Chicago to California, it was crucial to everyone from war-time logistics planners to continent-hopping movie moguls to intermodal shippers. Excellence? Try meals by Fred Harvey, 74-inch-driven 2-10-4's, the *Super C*. For tradition, one need look no further than the road's inspired revival in 1990 of its famous "Warbonnet" diesel paint scheme. Though other road names outlasted it, the AT&SF endured as a relatively stable entity long after most other familiar roads were merged or radically altered—and part of its name and its cross herald live on with successor Burlington Northern Santa Fe.

And of course the Santa Fe was historically memorable, not just for its great trains, famous passengers, and distinctive locomotives, but also for its association with the mythic American Southwest.

In a sense, then, the Santa Fe belongs to all of us. But it also belonged to the people who were part of it: enginemen on the L.A. Division, a Pullman conductor on the *Super Chief*, the crew of an Illinois freight, and a youngster in a caboose in Arizona. Their stories begin on page 20.

Robert S. McGonigal



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H. Roger Grant ["William White: Railroad Leader," pages 60-63] is Chair and Professor of History at Clemson University. His article is adapted from a paper given at the Lexington Group in Transportation History annual meeting in St. Louis in September 2001.

John Gruber ["William S. Young's Short Lines and Steam," pages 64-73] is contributing editor of CLASSIC TRAINS and president of the Center for Railroad Photography & Art.

W. L. Gwyer ["The 'Little Giant,' Linchpin of the Steel Age," pages 14-18] began his railroad career in 1961 with Erie Lackawanna. He is now a dispatcher for BNSF in Fort Worth.

J. Parker Lamb ["Crossroads of the South," pages 40-49] retired as Professor of Engineering at University of Texas at Austin in January 2001. He was the subject of our Winter 2000 "Great Photographers" installment. *Steel Wheels Rolling*, an album of his photos, was recently published by Boston Mills Press.

Hal Lewis ["Hoosier Hot Spot," pages 76-83] graduated in 1953 from Purdue's School of Aeronautics. In his freshman year, the lack of a social life on weekends—"I was one of just 25 black students on campus and had a pretty lady waiting for me at home in Washington, D.C., anyway," he writes—drew him to the NYC/NKP station for "entertainment." He soon made friends with the NKP switcher crew.

"By winter, Tom Jennings, the fireman, developed a respiratory problem which weakened him, so when I could, I'd hand-fire the little 2-8-0. Plus, my photography interested the railroaders, who wanted shots of themselves."

Hal amassed a large negative collection of steam photos from the Washington area and Seattle, where he took his first post-Purdue job, with Boeing. After moving to California to work for Lockheed, he had little time for railfan activities

but did photograph and tape-record the Westside Lumber Co., plus Canadian prairie steam in the late '50's.

He retired in 1989, and served as rail operations manager for the 1992 NRHS national convention in San Jose. He continued to work with UP's Steve Lee on "Pacific Limited" excursions 1991-97, and Hal still does financial planning for some excursions.

Charles W. Lindenberg ["My Big Red School Bus," pages 20-21], seen here with his ham radio equipment at his Friday Harbor (Wash.) home, was born in



Chile in 1932. His father was a Pan American pilot who died in a plane crash when Charlie was 18 months old. He and his mother moved to Miami, then lived in various U.S. locations. The Santa Fe hired her as an operator during World War II, and young Charlie often assisted her with her duties. After high school, he did a stint in the Coast Guard, then had a career in television broadcasting. Charlie now writes full-time, and is a private pilot.

Don Richardson ["Master of the L.A. Division," pages 22-29] was born in Los Angeles in 1934. He fell in love with trains on numerous boyhood trips to San Francisco on SP's *Daylight*. He hired out with the Santa Fe as a locomotive fireman in 1952, was promoted to engineer in '59, began working as a hogger on a regular basis in '70, and qualified for passenger service in '73. Don retired from Amtrak in 1996 after 44 years of service. ■



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Hitting the spot

Spring CLASSIC TRAINS really hit the spot! Dave Ingles' story of rambling through Iowa ["Iowa Getaway," pages 22-29] had a familiar ring, in particular the mention of the Chicago Great Western at Clarion. My brother-in-law, Claude Bean, once ran the Ford dealership there, adjacent to the tower and yard. On one visit he and his wife, Alice, were showing my wife, Blanche, and me around, and for my sake, they drove close to the roundhouse and turntable.

"There's a cow and a calf," I called out, spotting one of CGW's EMD yard sets—and they were looking around for stray livestock! Later they asked where I'd seen the animals, so I gave them a short lesson in rail slang.

The Union Pacific Big Boy picture on pages 35-36 of the hoghead on the spot is loaded with atmosphere—the gloves between the brake stands; a hunk of waste; reverse lever in the company corner, ready to start 'em up; throttle; whistle cord.

The issue had two photos of operators with train-order hoops. Although my railroad (GM&O, the Alton Route) dieselized early, I did my share of handing up to steam engines. The biggest were Nickel Plate 2-8-4's and Peoria & Eastern L-1 2-8-2's, so hooping up to a Big Boy or Challenger had to be a blast.

Finally, I enjoyed the comments about troop sleepers versus tourist Pullmans. I put in a few miles in both, but the only troop car was in December 1945, from Camp Kilmer, N.J., to Camp Grant at Rockford, Ill., on my way to mustering out. We didn't care what the amenities were, we were goin' home!

Bill Dunbar
Bloomington, Ill.

Please let me tell you what all was wrong with Spring 2002 CLASSIC TRAINS. First there was . . . ummmm, the . . . aarragh . . . sheeeesh . . . hmmmm! On second thought, never mind.

Thomas Lawson Jr.
Birmingham, Ala.

A personal Grand Central connection

I do not subscribe to your magazine, but a lifelong friend does, and he called to my attention Theodore C. Doege's

"My Summer in the Gold Cage" in your Spring issue [pages 42-45]. The gentlemen mentioned as supervisor of the Information Bureau in Grand Central Terminal, a "Mr. Sebereski," was my father, Severyn Zborowski (not many people spelled it correctly). It was refreshing to read that he was remembered in such a revering way; I certainly appreciate Mr. Doege's kind remarks. Dad retired from the Information Bureau in the mid-'50's and lived his life out with my mother on Cape Cod.

As a youngster during World War II, I spent many hours exploring Grand Central and came to know every nook in every hallway. My favorite was going up and down the spiral staircase between the upper and lower level information booths and looking at the multitude of timetables from all the railroads.

Ted Zborowski
Latham, N.Y.

Milwaukee's F7 Hudsons: Fast indeed

I spent four hours reading the Spring issue from cover to cover. The two Milwaukee Road articles were excellent, especially Ted Rose's foldout painting [pages 65-66] of "The Victimized Hudson."

Richard A. Strom
Richton Park, Ill.

Years ago, I remember there was a sign at the Touhy Avenue grade crossing of the Milwaukee Road on Chicago's far north side reading, "DANGER. Fast trains in excess of 100 MPH." I think a photo of it was published in TRAINS.

Donald Kolad
Chicago, Ill.

UP's 4000's: Not that big

It would appear that in "Big Boys West From Cheyenne" [pages 30-41, Spring 2002] you have copied an error that appeared in the Union Pacific Big Boy article on page 46 of November 1958 TRAINS, where Editor David P. Morgan said that in the 1943 dynamometer car tests of the 4-8-8-4's, they found they could consume 100,000 pounds of water and 22 tons of coal an hour. The data from those tests appears in the book *Big Boy*, by William W. Kratville, and the actual coal consumption values are slightly less than 22,000

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pounds of coal per hour. This is 11 tons per hour, not 22. Later in this same TRAINS article, it was stated correctly as 11 tons an hour, as well as in "Big Look at Big Boy" in May 1956 TRAINS.

Kurt Greske
Apple Valley, Calif.

¶ Good catch. We did take the figure from the 1958 story.—R.S.M.

I was pleased at the mention of Blackhawk Films' *Big Boy and His Brothers*. My dad, Eugene Miller, did the original photography from which it was made. Blackhawk made several titles from Dad's film, including *Steam Trains out of Dearborn* and *Midwestern Roads in the Days of Steam*.

Dad photographed trains from before I was born in 1931, and I still have most of them. As I got old enough, I went with him on quite a few film trips, to St. Louis Union Station, Chicago's Englewood Union Station, and around our home area of Vincennes, Washington, and Evansville, Ind.

David M. Miller
Petersburg, Ind.

Knowing the New Haven

I enjoyed J. W. Swanberg's "Many Faces of the New Haven" [pages 16-19]. I grew up with the New Haven in Connecticut and remember many of the things he wrote about. As to any item of information on the New Haven, if Jack Swanberg doesn't know it, nobody does.

Stan Schoonmaker
Newtown, Conn.

Salter's valuable record

I thoroughly enjoyed John Gruber's profile of one of my heroes of south-eastern railway photography, David Salter ["Great Photographers," pages 46-57], whose work captures the essence of railroading in the South. I'm delighted to learn of his long-term plans to preserve his work, truly a valuable record of the era.

One correction: The Southern Railway office-car train on the Murphy Branch, pictured on pages 52-53, isn't close to Bryson City. It is climbing Balsam Mountain near the hamlet of Willets and is eastbound. The last two cars

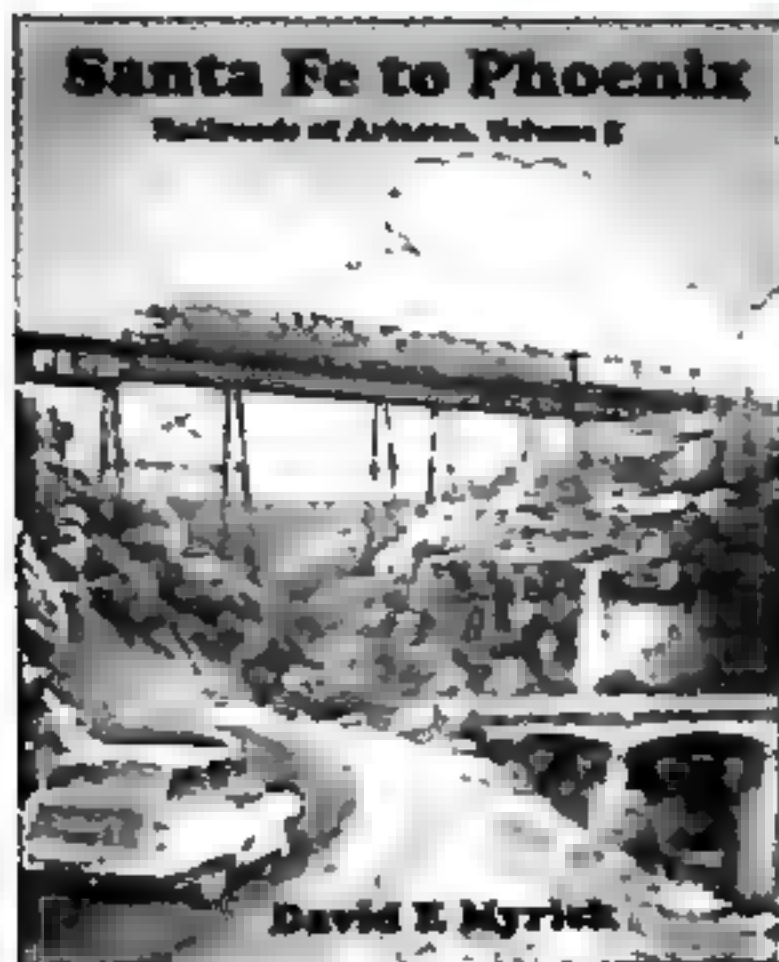
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Jim Wrinn
Statesville, N.C.

I was struck by how much the scene of Atlantic Coast Line Extra 404 South on pages 4-5 resembles a garden-variety "Trackside Photo" from your sister magazine *MODEL RAILROADER*.

Robert L. Baker
Libertyville, Ill.

Dola today

I drove over to Dola, Ohio, to see what remains of the 1948 scenes on page 86 of the Spring issue. Not much, which is the sad case with most ex-Pennsylvania Railroad sites across Ohio. Dola today is a sad little (probably 200 or so souls) wide spot on Ohio Highway 81. The track is single now, with one short siding and no visible remnants of the massive coal dock or anything else to remind one of the furious activity that took place in John Crosby's day. Where the big J1's and kin roamed, two house cats sat in the middle of the remaining track, staring west as though expecting No. 28 to come roaring over the horizon any minute.

Jim Tighe
Wapakoneta, Ohio

Getting away to Iowa

Spring 2002 was the first issue of your magazine I've purchased, and since I lived close to the now-forgotten Chicago Great Western yard in St. Joseph, Mo., in grade school and high school days, I can't tell you how much joy Dave Ingles' "Iowa Getaway" brought to me. In Boone, Iowa, the Boone & Scenic Valley tourist line keeps CGW NW2 16 and calf 60B to pull excursions.

Dale D. Wright
Mound City, Mo.

I really enjoy Ingles' articles. His recent one on the 1965 Iowa adventure was especially meaningful after I spent two weekends riding on some of those lines in eastern Iowa in summer 2000. One was on a private-car charter "rare mileage" trip; on the other, I was delivering a passenger car from Chicago to

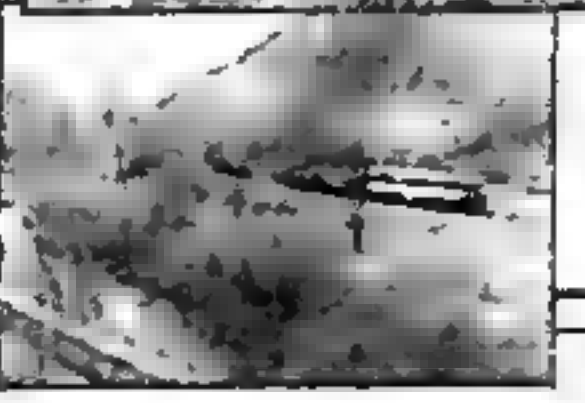
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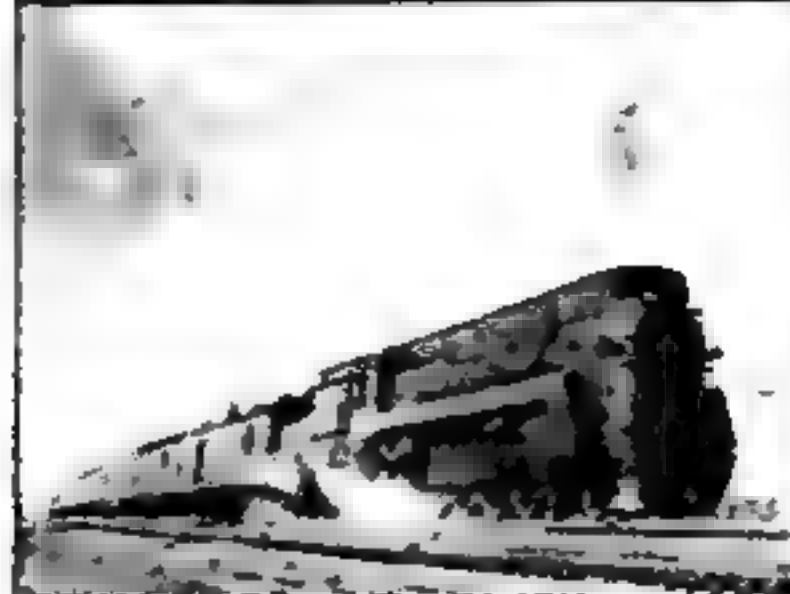
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Charles City, Iowa, for storage. The Illinois Central Waterloo facility he visited still has the turntable and quite a bit of the roundhouse.

Brian Higgins
Evanston, Ill.

I was particularly impressed with the indoor shots at Silvis and Marshalltown shops. I keep coming back to both photos, and each time I find something that I missed before. Congratulations on a great pair of pictures.

Chuck Hinrichs
Hopkinsville, Ky.

Right place, wrong state

With respect to Fred Houser's article about the Bessemer & Lake Erie and the Nickel Plate Road [pages 83-84], in which he refers to express trains running between Pittsburgh and Conneaut Lake Park, Ohio, he probably means Conneaut Lake Park, Pa. Roy C. Beaver's history of the B&LE indicates that Conneaut Lake Park was constructed by a B&LE predecessor to, among other things, develop a park as a source of passenger traffic, which began in 1894. Scheduled service ended in 1934, although apparently excursions and specials continued for some time after that.

William E. Speakman
Washington, Pa.

¶ Placing the park in Ohio was our error, not the author's.—R.S.M.

Other Spring cleaning . . .

We incorrectly called Western Pacific's subsidiary that hosted the Zephyrette RDC [page 9] the Turlock Southern; it's Tidewater Southern. . . The New Haven Alco diesel in the background of the FL9 photo [page 17] is a PA, not an FA. . . Chicago & North Western merged the Fort Dodge, Des Moines & Southern [page 28] in 1968. . . Atlanta, Birmingham & Coast 4-6-2 No. 79 [page 49] was fully streamlined in 1941, not 1936. ■

CLASSIC TRAINS welcomes reader letters. Write to: Fast Mail, CLASSIC TRAINS, P.O. Box 1612, Waukesha, WI 53187-1612; e-mail: fastmail@classictrainsmag.com; fax: (262) 798-6468. Letters may be edited for clarity and to fit the available space.

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IF ANY ONE RAILROAD could be identified with the rise and fall of American big steel, it would have to be the Pittsburgh & Lake Erie, "the Little Giant." For years its 120 route-miles between Connellsville (and Brownsville), Pa, and Youngstown, Ohio, produced cash like a Las Vegas casino. Down its multiple main tracks (four, in places) rolled a steady stream of coal and ore trains, the lifeline of the steel business.

But coal and ore were only part of P&LE's mix. Its USRA 0-8-0's and then Alco and EMD switchers prowled the steel canyons of Youngstown, Aliquippa, Pittsburgh, McKeesport, and Monessen for loads of steel destined all over the country and the world. Not just cold steel—P&LE handled it white hot from blast furnace to open-hearth in specially built cars, saving a step in the steelmaking process. It was said that P&LE between McKeesport and New Castle produced the highest gross-tons of freight per mile in the U.S.

The Little Giant also carried passengers. At its apex, P&LE fielded eight through trains to Cleveland jointly with the Erie, plus three round trips to Buffalo in conjunction with parent New York Central. Add to that commuter locals between Pittsburgh and Beaver Falls (College Station), and—after 1930, when Baltimore & Ohio forsook its roundabout line into Pittsburgh for rights on P&LE—the B&O passenger fleet. P&LE was a train-watcher's Mecca. One could see NYC Hudsons and three types of Pacifics (P&LE K-6's, Erie K-5's, and B&O Presidents), as well as



DON WOOD

A trio of EMD SW9's poses on the Gateway Yard hump east of Youngstown. In steam days on June 22, 1946, at Beaver Falls (below), Pacific 9247 on train 30 meets a 2-8-2 on a northbound coal drag.

the more prosaic P&LE H-10b 2-8-2's and B&O S-1 2-10-2's. As late as 1947, 23 westbound and 22 eastbound passenger trains rolled over P&LE between New Castle and Pittsburgh.

Built by the Lake Shore & Michigan Southern as a furtive attempt to gain entrance to Pennsylvania Railroad territory, the line was opened to Youngstown in 1871. Soon afterward, the steel industry began to grow, and by the time my family came over from Wales in the 1890's, Big Steel and the Little Giant were involved in an economic symbio-

sis. I came from a steel family, and the P&LE was a household word.

My memories go back to the immediate post-World War II era when my mother would pack up my sister and me for a weekend back "home" at Monessen. We always took the afternoon "Pittsburgh train" that left Warren, Ohio (west of Youngstown), as Erie No. 26 around 2:30 p.m. It was a through train, one of the five or so round trips Erie and P&LE collaborated on between Cleveland and Pittsburgh. This was the postwar steam era, before air-conditioning, and I can still smell the coal smoke and recall the cinders in my eyes from those summer afternoons as we rolled along the Beaver River. I remember also the station stops—New Castle, Wampum (change for Ellwood City), Aliquippa, Coraopolis, and then Pittsburgh, the P&LE's beautiful Carson Street station, part of P&LE headquarters which survives today as a fine restaurant in the Station Square complex. My favorite spot, though, was McKees Rocks, where P&LE had its shops.

For most of its life, P&LE parroted owner NYC in equipment design. It used the same caboose and 70-foot



RICHARD J. COOK

By W. L. Gwyer

coach, and its locomotives for the most part were variations of NYC examples. There was always horse-trading among NYC subsidiaries, though. P&LE's new K-5b Pacifics of 1927 were sent to the Big Four, and P&LE inherited Boston & Albany's K-6's, which in turn had been displaced by J-2 Hudsons.

Until P&LE's A-2a Berkshires came in 1948 (the only 2-8-4's on the system west of the Boston & Albany), P&LE's immense traffic was in the hands of Mikados: 22 H-10's and 30 H-9's. Mystery still surrounds why the A-2a's even were ordered. They were notable, however, for being the last steam locomotives built by Alco and the last built for the NYC system. They were also unwanted orphans. The 2-8-4's stayed only until 1955 when they were donated to the Big Four, where their success was less than brilliant. They were gone by '56.

The steam-diesel debate must have been alive even in 1948 as P&LE experimented with all-weather cabs and smoke-consumers. Obviously the issue of diesels on a road which carried coal by the boatload was a sensitive subject. P&LE first received diesel switchers in 1947, and by 1953 orders for 35 GP7's eliminated the remaining 2-8-2's. By the end of 1954, steam was gone. That summer I watched a USRA 0-8-0 make up the "Detroit Steel" in Monessen; it was the last NYC steam engine I ever saw.

P&LE diesels were numbered amid their NYC siblings, although they wore a distinctive olive green and had the word "System" after "New York Central," plus small P&LE initials to help identify them. The green was a concession not given to any other NYC subsidiary, and after early Boston & Albany switchers, only Peoria & Eastern and Cleveland Union Terminal Geeps outdid P&LE units in wearing distinctive I.D.

As diesels were arriving, P&LE passenger trains were declining, although most local service had been pruned before the war. Six Alco PA's replaced the K-6's on the Cleveland trains, but the passenger-train-off notices were one step ahead, and by 1960 even the PA's were almost out of work. The Alcos were gone to the parent or into storage by 1962, with the remaining trains covered by five boiler-equipped GP7's.

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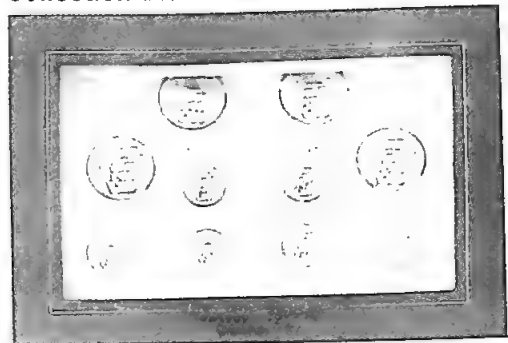
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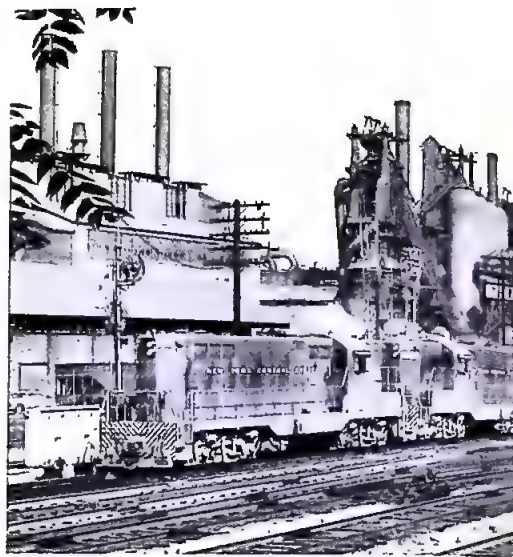
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Fallen Flags Remembered



By the time I went to college in 1959, the only trains left were the Pittsburgh-Cleveland *Steel King*, one Youngstown local, a Beaver Falls commuter, and the *Buffalo Night Express*, which by ICC edict still plied between Pittsburgh and Buffalo via Youngstown, with a through sleeper for Toronto. A forlorn convey-



The 1960's P&LE was epitomized by a pair of olive-drab GP7's, duly lettered for NYC System, working a steel mill along the multi-track main.

ance it was, toward the end. I'd ridden the B&O to Pittsburgh one winter day to ride the trolleys, and returned west at night on that train. The ride along the river at night, with the signals dancing on the rails, the *clickety-clack* muffled by the snow, and the occasional glimpse of a white-hot heat of steel as we glided past the steel castles of the American Ruhr, was as magical a trip as I have ever taken. As it turned out, it was also my last ride on the P&LE.

Although B&O varnish plied P&LE rails on rights west of Pittsburgh until Amtrak began, by 1965 P&LE's trains were gone except for the Beaver Falls commuter, which had more lives than a cat and lasted until July 12, 1985. But P&LE was still a busy railroad by any standard. In 1966 I was working a temporary train-order office on the PRR low-grade line on the other side of the Ohio River. I hardly saw a PRR train, but on the P&LE they ran like clockers.

Those were heady times as John W. Barriger, savior of the Monon and the Katy, took the throttle. CTC signaling came in the late '50's, and much of the four-track main was slimmed. The Brownsville line was single-tracked, but little else changed. Many of the old interlockers were closed, but several



DON WOOD

stayed open as P&LE telegrapher agreements precluded train dispatchers operating their own CTC. P&LE thrived even as NYC headed into increasingly rough seas. This was the era of the "Serves the steel centers" billboard box-car fleet, the Barriger-commissioned Howard Fogg calendars, and sufficient confidence in continued industrial prosperity that P&LE opened its new pushbutton Gateway Yard near Youngstown in 1954.

When I was home from school, I would drive down on summer evenings to watch trains at Gateway. A footbridge crossed over the B&O's parallel main line, and from it I could watch both the hump activity and take in the ambiance of a B&O "QD" freight doing 60 mph on its urgent trek eastward. On several occasions, P&LE's terminal trainmaster invited me into the hump tower. We all thought it would last forever.

In 1967, I joined NYC and sort of lost track of P&LE doings. I visited Gateway only once, as part of a traffic study, but new jobs in different places took me far away from P&LE country. P&LE survived the Penn Central holocaust, though, and new U28B's handled most of the freight traffic while a new CTC machine in Pittsburgh spelled the end for the remaining interlockers.

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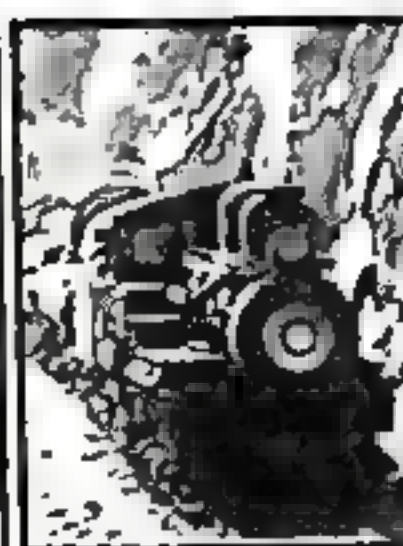
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Fallen Flags Remembered



WILLIAM METZGER

owners bought P&LE outright. It turned out to be a bad investment. In 1980, the steel industry collapsed. After a long, fruitless fight to relax work-rules, P&LE was finally sold to CSX in 1992, which promptly abandoned most everything that was left—except, of course, the New Castle-McKeesport main line. A P&LE without coal, ore, and steel mills had lost its *raison d'être*. I was working for the BNSF at the time so was not around for the death rattle.

After my father's death in 1996, I had reason to "go home" for the first time in years and took the opportunity to renew memories of my younger years. I discovered that Warren and Youngstown looked like Dresden in 1945. Monessen was little better; it was indeed "the rust belt." I drove to Gateway Yard to find only a field and—atop the decaying, vandalized hump tower—remnants of that big red neon sign I knew had once spelled out "P&LERR" to the world. Alas, the Little Giant was dead.

The steel mills that lined the rivers from Youngstown to Donora are ruins of another time, of little interest now to anyone save an occasional industrial archeologist. The great age of Industrial America is over. But I am lucky. My family played a part in the success of the American steel industry, and I grew up witnessing the last of the golden epoch of steel, smoke, and steam.

So let us raise a glass to those Steel City fallen flags—not only the P&LE but

P&LE replaced most of its GP7's with 22 U28B's, later added a few GP38-2's. At the time of this 1981 photo at McKees Rocks shops, "The Little Giant" stabled 95 diesels including 40 SW1500's.

also the Monessen Southwestern, the Montour, the Aliquippa & Southern, the Pittsburgh, Chartiers & Youghiogheny, the Pittsburgh & West Virginia, the Donora Southern, and yes, even the mighty Pennsylvania and Baltimore & Ohio. And those short lines' owners, too, the steel firms themselves—Republic, Pittsburgh, Jones & Laughlin, Bethlehem, U.S. Steel, Youngstown Sheet & Tube. We shall never see their likes again. ■

P&LE fact file

(comparative figures are for 1930 and 1991)

Route-miles: 233; 404 (change reflects Conrail trackage rights to Ashtabula, Ohio)

Locomotives: 266; 39

Passenger cars: 158; 0

Freight cars: 33,196; 3174

Headquarters city: Pittsburgh, Pa.

Special interest group: New York Central System Historical Society, P.O. Box 81184, Cleveland, OH 44181

Recommended reading: *Pittsburgh & Lake Erie Railroad*, by Harold H. McLean (Golden West Books, 1980)

Sources: *The Historical Guide to North American Railroads* (Kalmbach, 1999); P&LE statistics booklet, 1963.

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INSIDE THE
SANTA FE

My big red school bus



LIFE FOR A 15-YEAR-OLD BOY at the isolated Santa Fe Railway train-order station at Welch, Ariz., where my mother was one of the operators in the 1940's, was an education in fun, survival, and self-reliance. There were, of course, some minor inconveniences, such as getting to school in Williams, 12 miles to the east. The school bus wouldn't come that far from town, and we had no car, so the only solution was to ride the trains.

No passenger trains stopped at Welch, and riding long freights was out of the question because of the difficulty in restarting them on the hill. The Williams Turn, however, was a small, friendly train originating each morning at Seligman. It worked the yards at Crookton and Ash Fork, the sidings of Daze, Corva, Sereno, and Supai, then ambled on into Williams, where it spent the rest of its day shuffling cars around. When it was through, it headed back to Seligman. The Turn's consist was only a few freight cars, so it could start easily on the steep Supai grade. And, it had a semi-regular schedule.

Since state laws—and mother—were adamant about children attending classes, the Turn became my school bus. We knew all the trainmen; I'd proven myself capable of acting more or less adult when necessary, and so they took me under their wing—after all, I could grow up to be a railroader someday.

My unique school bus also gave me advantages at Williams High School.

The Turn usually arrived in town early enough for me to run up the hill for my first class. And I *had* to leave around 3 p.m. to catch the train home. No matter that some days it left at 3:30 and other days not until nearly 7—there was no way of knowing, and I couldn't take a chance. Thus detention had no hold on me, but I also couldn't attend football games or dances.

Riding my big red school bus differed considerably from riding conventional yellow rubber-tired models. Rather than wait by the road for the bus, I waited next to the eastbound track. The Turn's small steam locomotive would clank by, firebox glowing, steam issuing from various ports. The fireman would look down and wave a greeting. I'd wave back, then turn my attention to the approaching caboose.

During my first days, the local would stop completely, allowing me to clamber up the rear steps. When the crew decided I'd learned the correct "railroader's way" of reaching out for the curved railing on the caboose's side, swinging my leg up and onto the lower step, then allowing the motion of the train to hoist me aboard, they merely slowed down.

Aboard my school bus, one of the brakemen would pour me a cup of coffee from the tall, blue-and-white pot on the glowing coal stove. As we'd pick up speed, I'd add sugar and cream and sit at the table with the conductor, who would be poring over his paperwork. (The only other coffee I've ever had which was as strong as railroad coffee was aboard a Coast Guard cutter.)

Long before we'd arrive at the siding of Corva, I'd have finished my coffee, washed out my cup (I had my own assigned one), and climbed up into the cupola—*someone* had to keep an eye on the train.

We'd stop; the engine would uncouple and go clanking away to pick up some cars. Re-coupled, we would continue up the hill. Often, nothing demanded our attention at Sereno or Supai. We'd roll into the Williams yard, where I'd jump off and run up the hill to school.

After my last class, I would gather my homework, walk back to the yard, and find my caboose sitting alone on one of the numerous tracks. Climbing aboard, I would toss another scoop of coal into the stove, sit at the conductor's table, and begin my homework. There was no way of knowing when we'd leave; it would depend on how much work the crew had left.

Finally the men would filter back on board. The engineer would give two

short whistle blasts, and we'd clank out of the yard, heading for home.

The conductor would light the oil lamp, and soon the mantle would flood the caboose with brilliant white light. The pot-bellied stove radiated heat, and the crew settled back for the ride.

At Supai we'd stop for the mandatory air-brake test, then start down the hill, past McLellan, into Johnson Canyon, a narrow pass with high rocky walls on our right, a sheer drop on our left. Ahead, the black hole of Johnson tunnel would come into view. The smell of hot steel from the brakes would mingle with the smoke from our locomotive's exhaust. A few miles more and we'd round a bend and rumble past the Welch section house. Ahead was the semaphore's green light high above the small, yellow office.

I'd climb down from the cupola, gather my papers and books, step out to the rear platform, and wait on the lower step. The engineer would slow the train as we came abreast of the office. I'd step down onto the cinder roadbed and walk quickly away from the still-moving caboose. Two short whistle blasts, and the Williams Turn would pick up speed, clattering down the hill toward Ash Fork and Seligman.

My big red school bus provided me with reliable transportation for that one term until the Christmas holidays, after which I transferred to a private boys' school near Seattle, Wash. The following year we'd have our first car, a Model A Ford, and I would no longer need to ride the Williams Turn.

Whenever I get stuck behind a yellow bus unloading its cargo, memories of my big red school bus come flooding back. Living at Welch may have been lonely, but I wouldn't have changed a thing.—Charles W. Lindenberg



INSIDE THE
SANTA FE

Master of the L.A. Division

Engineer Walter Hodson had a thing about visibility and distance

By Don Richardson



HOW FAR AWAY do you think these block signals are?" asked my engineer, Walter R. Hodson. The time was the early 1960's, and we were rounding the 80-mph curve near Milepost 17 between Helendale and Hodge, Calif., on the First District of the Santa Fe's Los Angeles Division on train 18, the east-bound *Super Chief*.

I peered ahead into the valley of the Mojave River toward Hodge, where two emerald green block signals twinkled in the night.

"Oh, about a mile apart," I replied.

I knew better, but I'd been asked this

question before and knew what was coming next.

"They're two miles apart; distances sure are deceiving in the clear desert air," Hodson said. He had a thing about visibility and distance.

We had just passed Signal 172 at MP 17.5; the two signals in question were 152 at MP 15.7 and 134 at MP 13.7. A third signal was also in view along this stretch of track, 122 at MP 12.1, which protected the east switch of the eastward siding at Hodge.

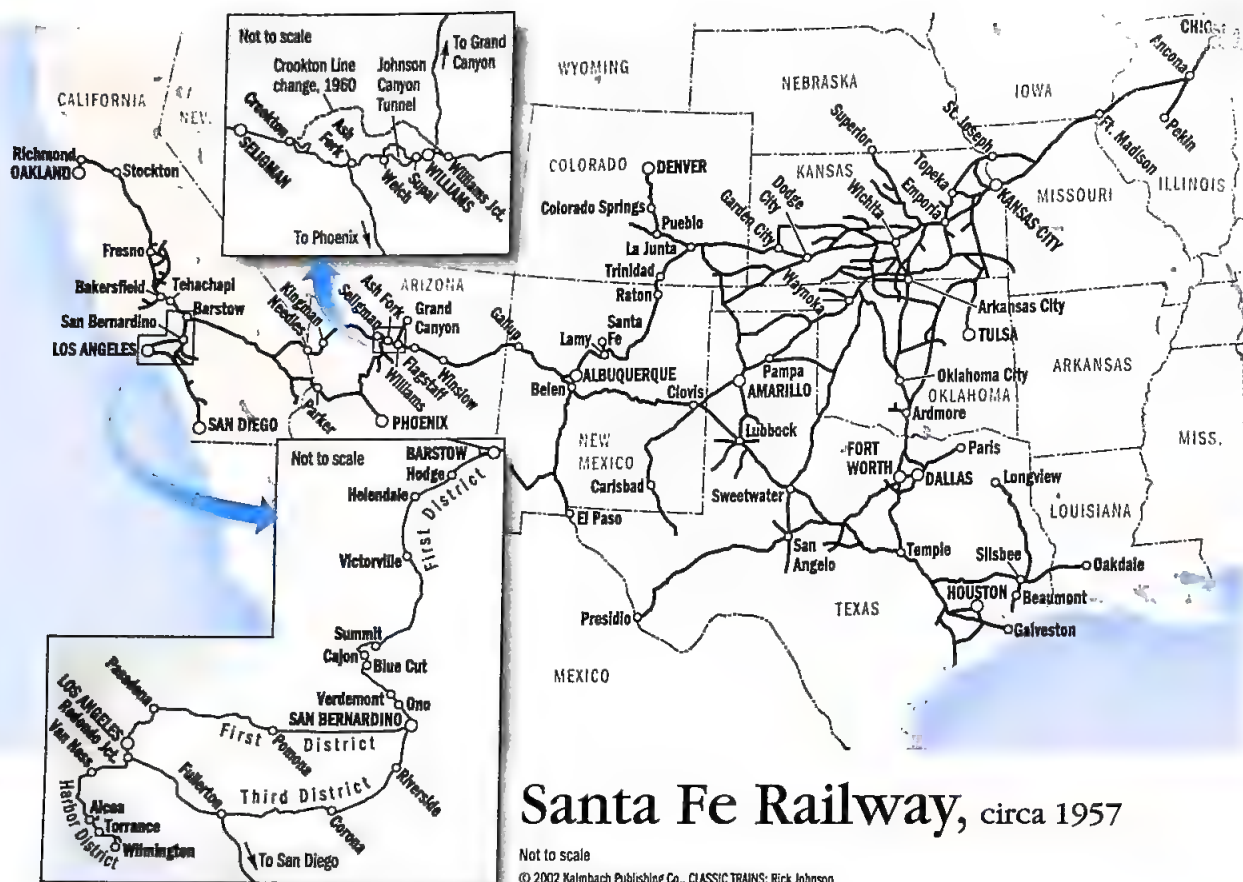
The reason for the long spacing between signals was Santa Fe's high-speed operation. Our maximum allow-

able speed was 90 mph. Just a few years before it had been 100 for passenger trains, and the curve at MP 17 was good for 85. During all this time, the top speed for freight trains was 60, with fast intermodal trains allowed 70 beginning in 1962 if their tonnage and dynamic braking were within certain limits.

I was not Hodson's regular fireman, so he apparently had forgotten how many times he'd brought up the subject of those two signals. I would catch him fairly often off the Los Angeles firemen's extra board on trains 18, the *Super Chief-El Capitan*, eastward and 123 (la-



Don't let the blue nose fool you—we're in the cab of F7A 275C on Second 123, the *Grand Canyon*, passing an eastward freight at Helendale, Calif., on September 6, 1960. Walter Hodson is at the throttle, and author Don Richardson, his fireman, is aiming his camera south.



Santa Fe Railway, circa 1957

Not to scale
© 2002 Kalmbach Publishing Co., CLASSIC TRAINS: Rick Johnson

ter 23), the *Grand Canyon*, westward, an assignment I held most of the time between 1959 and 1966. It was a preferred job in Los Angeles because of all the extra passenger work available to it. I had a 1952 date as a fireman, and that was the best job I could hold.

WALTER HODSON hired out on the Los Angeles Division as a fireman on January 2, 1923. He was promoted to engineer on August 24, 1940, and spent most of his career in San Bernardino, division headquarters and home terminal to all pool freight crews. He moved to Los Angeles about 1959 and a year later was able to hold a regular passenger assignment. The first one I caught with him was on March 26, 1960, with engine 339LAB, an A-B-B set of EMD F7's, on trains 70 and 75, the early morning and afternoon *San Diegans* between Los Angeles and their namesake city. (Santa Fe assigned suffix letters to its carbody diesel units: L [for lead] and C to cab units, and A and B to booster units.)

I had worked in freight service before that with him in 1959 on trains 146 and 145, the "Night Harbor" between Los Angeles and Wilmington. This was the opposite of the *Super Chief*, a long,

low-speed freight that worked the Harbor District in the damp, foggy air of the coastal region instead of a fast passenger train rolling through the dry, clear air of the desert.

Sometimes on the Night Harbor we couldn't see 100 feet ahead of us, and the Harbor District was all unsignaled territory. The only thing that kept us from disaster was that we were a second-class regular train, listed in the timetable to depart Redondo Junction at 11 p.m. and arrive at Pier A Yard at 1:15 a.m. Our return trip as No. 145 was scheduled to leave Pier A at 5:40 a.m. and get back to Redondo at 7:45. We were always late, but everybody on the railroad started looking for us at the time we were due at each station and didn't make a move until they saw us go by. There were many stretches of yard limits where engines could pop out at any time and place, but they kept an eagle eye out for us. Of course, there was the time that yard job 350 out of Hobart went to beans on the main line at Western Avenue and got run into by 145, but that was before Hodson's time and it didn't happen again.

"Synchronize your watches," said Hodson, who had figured out a way to cope with one problem on that foggy line. We had to make setouts and pickups along the way. With only the head brakeman on the engine (the rear brakeman stayed on the caboose to flag), it could be a real problem passing signals in the fog. We had a 40-car setout to make at Alcoa, the station just north of Torrance that took its name from a spur constructed in 1942 to reach the aluminum plant built to serve nearby aircraft plants.

Alcoa was also the location of Douglas Aircraft, Mobil Oil, Union Carbide, and Dow Chemical plants, as well as dozens of other industries that contributed to the war effort, so it must have been high on the list of Japanese targets in that era. This was 1959, but Alcoa was still a vital part of our defense industry and indeed our entire economy.

"I'll drop you off, then pull ahead about 35 car-lengths and stop," said Hodson. "That will give you a little leeway to find the cut car. At exactly [here he told us the exact time in minutes and seconds that was far

"Synchronize your watches." Hodson had figured out a way to "pass signals" in the fog.

enough in the future to be reasonable] I will take slack and give you the pin. At exactly [another time about 5 minutes after the first time] I will start pulling ahead. By this time you will have pulled the pin and closed the angle cock on the rear of the cut car. I will pull ahead very slowly, so if anything goes wrong, you can open the angle cock and stop me at any time. I will pull ahead 10 car-lengths. At exactly [another time] I will start backing very slowly. If I haven't pulled ahead far enough to get over the switch, open the angle cock slowly. After you close it, I will pull ahead a little farther."

This would be a blind shove, but we had already checked the track on which we were going to set out, to make sure there was plenty of room. Hodson concluded by saying, "If you can't line the switch or there's another problem, open the angle cock fast and put us in emergency. I'll then send the fireman back to see what's wrong."

As I said, Walter Hodson had a thing about visibility and distance.

ON SEPTEMBER 5, 1960, I made a trip with Hodson to Barstow with engine 44LABC on Second 18, probably the *El Capitan* section following closely behind First 18, the *Super Chief*, late in the summer season and soon to be combined into one train for the fall. The next morning we were called at 8:35 a.m. for Second 123, the overflow section of the *Grand Canyon*, running more than an hour behind the first section.

After breakfast at Barstow's Casa del Desierto, where we had spent the night, we stepped onto the station platform and took charge of our power fresh from the roundhouse, parked on the engine spur next to Track 1 just west of the depot. Santa Fe's passenger diesels were based at Barstow, and engines were normally changed out on westward trains for servicing. This also made a good corporate impression if movie stars or other VIP's were photographed getting off the train at Pasadena or Los Angeles.

There would be no p.r. photo opportunities for our train, however. In the first place, it went from San Bernardino to Los Angeles over the Third District via Fullerton. In the second place, with the exception of a solitary deadheading high-level *El Cap* coach on that day, it carried, as usual, mostly mail-and-express cars plus a few coaches, a diner, and a lounge—all dusty, Pullman-green heavyweights. In the third place, our



ROBERT LARSON

power was a set of 200-class freight units equipped with ATS, ATC, and steam generators for emergency use in passenger service. Santa Fe was just beginning to deviate from its practice of keeping all its EMD F units in the same matched sets (witness 44LABC, our eastward power). Our westward engine, in contrast, was F7 set 275CBAL, with two extra units, 217C and 221C, cut in the middle to provide extra power for our heavy train, which looked more like a mail train than a passenger train.

Since the two extra units were not equipped with steam lines, the steam generator in 275B was useless and I would have to rely on just the one boiler in 275A to provide steam for the steam-ejection air-conditioning on that long train. I would also have to crawl through the nose doors of those two mid-consist units to get to it, which

In November 1969 on his next-to-last trip before retiring, Walter Hodson (right) posed with fireman Joe Chartrand in front of the *Super Chief's* lead F7A at the Pasadena (Calif.) station.

would be often because it ran hot in an effort to do the work of two boilers. And of course, Walter wouldn't be making up much time with those freight units, which were limited to 65 mph. Needless to say, neither of us was happy with what we saw on the Barstow depot engine spur that morning. Little did we suspect that even more troubles lay ahead—and I was to learn that Walter had other innovative tricks up his sleeve besides running an engine in the fog by his watch.

We departed Barstow at 9:25 a.m., 1 hour and 40 minutes late. Walter did a good job making up time despite the freight power, and we tipped over Cajon



Left to right, above: Getting out of Barstow on that Second 123 of September 6, 1960, Hodson and Richardson overtook a quartet of big Alco "Alligator" RSD15's (above). Summit Station at the top of Cajon Pass still had its "classic" look. Going through Blue Cut, the rear of the train was bathed in brakeshoe smoke.

Pass at Summit at 10:30 a.m., 1 hour and 27 minutes late. Approaching Dell on the 3-percent descending grade, our dynamic braking failed. I went back to see what I could do, but the problem was in the controller on the lead unit and changing out cables did no good. Walter said not to worry, this was what George Westinghouse invented the air brake for. Walter did a fine job of bringing that heavy train down Cajon Pass on air alone, first at 30 mph to Cajon, then 40 to Verdmont, and finally 50 to San Bernardino.

At least I thought he did. By Blue Cut, the train was getting pretty hot. Those cast-iron brakeshoes were putting out a lot of smoke and an acrid smell that crept through into the interior of the coaches even though they were closed with the air-conditioning going full blast. At Ono, two sharp blasts on the air communicating whistle told us to stop the train. I looked back to see the train crew walking up to check a

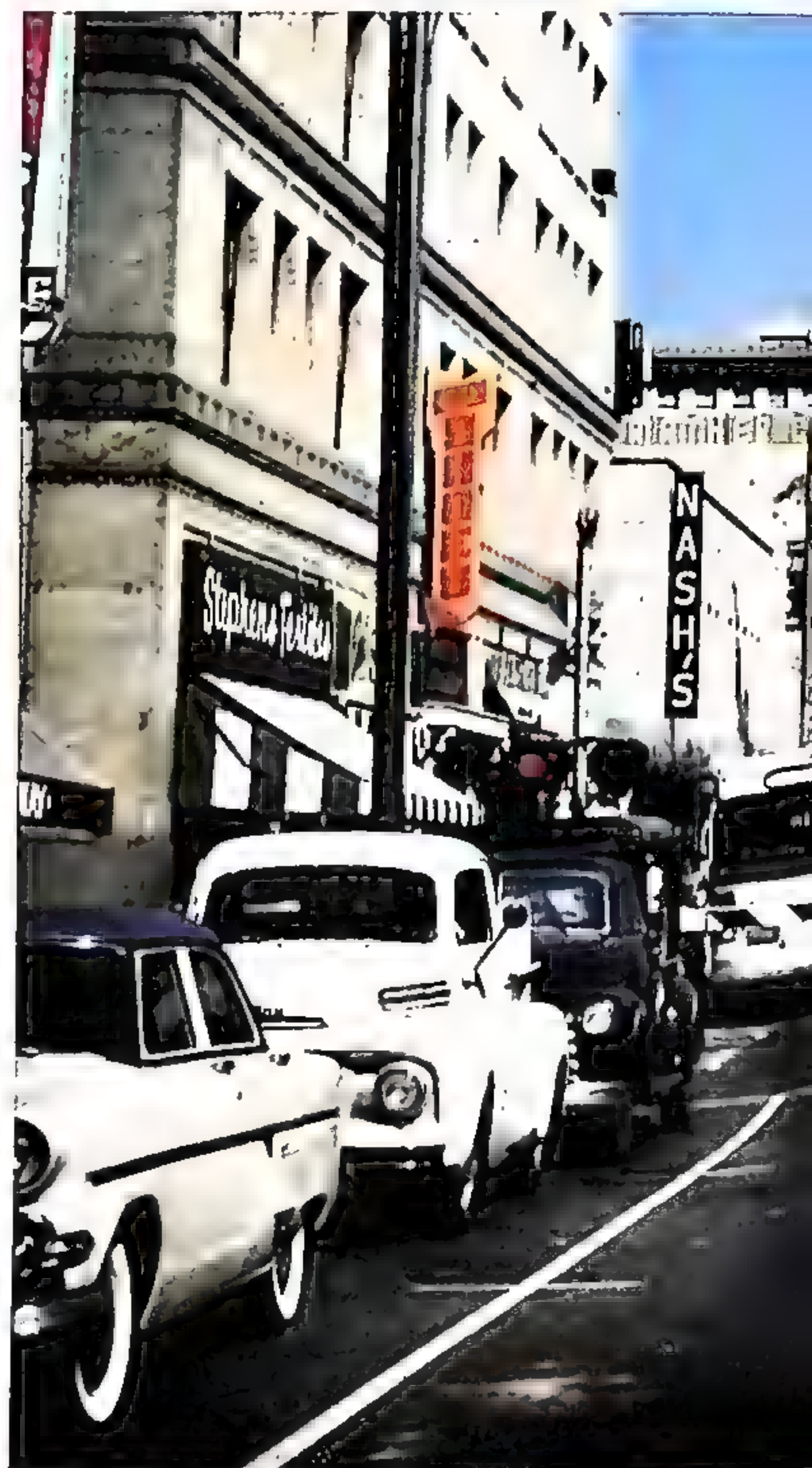
car that had smoke boiling up out of it. Soon we got a highball and were on our way again. I learned later they had found a brakeshoe broken and badly burned and had cut out the brakes on that car.

"What's the matter with those guys?" fumed Walter, looking at his watch and bemoaning that the time he had made up was slipping away. "What did they think we did in steam-engine days? If they don't like my using the train air, I'll show them another way of getting down the mountain!"

Leaving Ono, he used the independent brakes on the engine as a "pneumatic dynamic brake," which—thanks to the six-unit consist—was quite effective. We had to take water at San Bernardino (that one steam generator was getting a workout), and there was a lot of mail to unload, so we were back to 1 hour and 48 minutes late out of Riverside. Out of there, Walter wound the train up to the maximum allowable speed of 65 and again used the engine brakes to control the speed on the steady 1-percent descending grade to

The gates are down on Colorado Boulevard in downtown Pasadena in August 1958 as the west-bound *Super Chief*, having just turned south toward LA., heads for its Pasadena station stop.

THREE PHOTOS, DON RICHARDSON



Corona. He continued to do this down through Santa Ana Canyon, and I looked back nervously to see how much smoke the engine brakes were putting out. My only consolation was that it was all uphill out of Fullerton and the engine brakes would have over 30 minutes to cool off before we reached L.A.

Walter made up a lot of that lost time, and we arrived at Los Angeles Union Station at 1:35 p.m., 1 hour and 25 minutes late. As I walked past the engine on the way to the depot, I looked

at those brakeshoses closely, half expecting to see them burned off. They looked great to me. Walter didn't even look.

SEVERAL YEARS LATER and back at that curve approaching Hodge, we were on the eastbound *Super Chief*. We had sailed by Signal 172 displaying green and were rounding the 80-mph curve near Milepost 17. Far ahead were those two automatic block signals, 152 and 134. The first one was yellow, and the second was red.

This was the first time I realized Signal 172 was incapable of displaying the double yellow (later also flashing yellow) "Advance Approach" aspect instituted by Santa Fe to provide extra warning and stopping distance in high-speed territory. There were still some of those "surprise" signals out in the desert, as I was to discover years later as the engineer on Amtrak's *Southwest Chief* between Los Angeles and Kingman, Ariz.

Walter set so much air so quickly



GORDON GLATTENBERG



At Barstow in the late-evening hours of August 24, 1968, are No. 1, the *San Francisco Chief* (at left), due in at 11:35, and Second 18, the *El Capitan*, running separately from the *Super Chief*, whose stop was scheduled for 11:10-11:20.

that our flagman thought we were in emergency and began throwing out fuses. I guess Walter forgot those signals were two miles apart. After we had burned off a good amount of brake-shoes, and long before we reached the first signal, both of them went green as the freight train ahead of us cleared into the siding at Hodge and lined the switch back. Walter released the train brakes and quickly got back up to speed. I learned later that the *El Capitan*, running closely behind us ("on block," as they called it), came up on our fuses, which were still lit.

Several years after that, I was the en-

gineer on a work train at Hodge. We had exclusive right on the eastward main track in a rail- and tie-relaying project, with all other traffic using the westward main track in both directions under train-order authority. Some time during the day, the roadmaster decided he needed to get a car of ballast, which was spotted on the westward siding and asked us to cross over and get it.

"We'll need to put out flag protection in both directions first," said my conductor, K. D. Smith. I was glad I had him, because he was an old head with lots of experience. In those days, contact was made with the train dispatcher directly by train crews only in emergency, and besides, we were the most important train out there, so we had plenty of authority to make the move. The only criterion was to make it safely.

"How far out do they have to go?"





GORDON GLATTENBERG

asked the roadmaster.

"We have block-signal protection against westward trains, so we only have to run the flagman out about a mile to the east, but to the west we need to run him out about five miles to put down torpedoes, then bring him back about halfway to station himself with fuses," replied Conductor Smith.

The roadmaster gulped, thinking of all the time this was going to take, but he dutifully complied. A considerable time later, he came back in his truck to notify us that flag protection had been provided. The mainline switch was then opened to set the westward signals to red, and we began our 5-minute wait required under the rules before making our move.

Soon we heard two torpedoes explode in the distance, quickly followed by two blasts on the horn of the eastward train which had just hit them. Peering to the west, we saw a headlight appear around the curve near Milepost 17 and our flagman near Milepost 15 light his first fusee. It was a Union Pacific freight train making 70 mph; I guess the engineer never heard of the 49-mph speed limit in non-block-signal territory. (UP has trackage rights from Riverside over Cajon Pass and through Barstow to Daggett.)

When he got stopped, I felt I could almost shake the engineer's hand. K. D. Smith and I both had the same thought, although mine had an ironic twist: "Now I know what that freight conductor heading in at Hodge that

The roadmaster gulped, thinking of all the time it would take, but he dutifully complied.

night years ago was thinking when he saw the headlight of No. 18 rounding the curve behind him: 'I'll hear about this when I get in!'"

IN NOVEMBER 1969, Walter Hodson was getting ready to retire. He was working trains 24 and 17. No. 24 was the unnamed remnant of the *Grand Canyon*, reduced two years before, with the loss of the mail contract, to just three or four cars. No. 17, however, was still the *Super Chief-El Capitan*, for Santa Fe ran a class act right up until the end when Amtrak took over in 1971.

"You'll need to call an extra engineer to take No. 17 from San Bernardino to Los Angeles on [here he supplied the exact date, of which I have no exact record]," said Hodson to Los Angeles Division Superintendent A. K. Johnson.

"What do you mean?" exploded Johnson, adding, "San Bernardino is not a terminal for passenger crews."

"I'll be retiring that day and want to get off my engine in the terminal I hired out in and worked most of my life," replied Hodson, adding, "I just wanted to give you fair warning."

"The Super" knew when he was licked. After all, what can you do to a man on his last day as an employee? ■

Carrying the requisite green flags indicating a following section, Santa Fe's First 23, the *Grand Canyon*, eases past a waiting westward Union Pacific freight at Victorville, Calif., on July 5, 1962. "Gallery" turbine 70 had coupled to its train's caboose in order to set out a defective freight car.

STAN KISTLER



Hijinks on the *Punkin*

A night to remember on
Santa Fe's Pekin Branch

IN THE LATE 1960's, Santa Fe's 57-mile Pekin District, the road's only true branch east of Kansas City, was still heavily utilized by shippers, even though it was served by only one train each way, daily except Sunday. These trains still ran on a Second Class schedule, which, this being in the days when the maximum hours of service was still 16 hours, meant the crew had to be forever aware of the time, lest they fall 12 hours behind schedule and need train orders to complete their run as an authorized extra.

One crew was based in Pekin, and the other came out of Streator. They each ran 63 miles to the opposite end of the run, laid over, and came back the next day.

The only time this arrangement changed was in the fall, when the Libby plant at Morton was harvesting and canning the next year's supply of pumpkin for grocery-store shelves. Libby needed to be switched off and on all day, which meant that the train leaving Pekin would never be able to make Streator "under the law," and vice versa. So, the two jobs would be changed to turn back at Morton to their respective home terminals. Even so, the crews would still come up against the 16-hour law daily during what was known in crew jargon as the "Punkin Run."

Late on one chilly October night, the crew out of Streator had turned at Morton and was heading back. They had gone on duty at 9 a.m., and the long hours of that day, plus many more preceding it, had begun to take their toll. Staying awake, let alone alert, during the long slow climb up Crandall Hill, two miles east of Morton, was difficult, and many a short and refreshing nap was taken on this stretch as the

Billboard-lettered Santa Fe GP20 1171 switches in what little there is of the weed-choked yard by the Pekin (Ill.) depot on May 27, 1965, before heading out for Morton and Streator.



Run

By Robert Nicholson



J. DAVID INGLES

The Pekin District: making the most out of not much

AS SANTA FE'S ONLY BRANCH LINE east of Kansas City, the Pekin District has achieved more than its share of mention in our now-61-year-old sister magazine *TRAINS*. Perhaps Jon Page of Cedar Falls, Iowa, said it best in 1963, calling Editor David P. Morgan to task on his caption-writing for three photos of the branch in "Photo Section."

In a letter published in the June 1963 "Railway Post Office," Page wrote: "For an 'unremarked' [page 54, June 1960 *TRAINS*], then 'seldom-remarked' line [page 39, December 1962], Santa Fe's 57.7-mile Pekin-Ancona (Ill.) branch [page 39, April 1963] has had its share of *TRAINS* fame."

The first photo, by J. P. Lamb Jr. of a diesel on a wooden trestle, was captioned, "Northbound tonnage on Santa Fe's unremarked Streator-Pekin (Ill.) branch is hoisted up the grade out of Morton behind a 1600 h.p. Alco of the C-C type." (Forgive the editors on the diesel—at the time, I'm not sure even Alco knew what an "RSD5" was.)

A year and a half later, a Bruce R. Meyer photo was captioned, "Santa Fe's only branch in Illinois, its seldom-remarked 57.7-mile Ancona-Pekin line, feels the tread of the local on May 29, 1959. Alco road-switcher 2157 provides the power in a scene east of Morton, Ill., and steel cabooses

1880 brings up the rear." Knowing that Bruce Meyer and Parker Lamb hung out together in their University of Illinois days, I suspect the photos were made on the same day.

The third time, Wayne Bridges of nearby Delavan, Ill., got into the act, with a photo captioned, "Parishoners at the white frame church on the gravel road should have no trouble identifying the owner of GP20 1165 as she works No. 48, the daily-except-Sunday local freight, over the Santa Fe's 57.7-mile Pekin-Ancona (Ill.) branch in central Illinois." There is no clue to the church's exact location, but the caption-writer's "Illinois redundancy" was no doubt due to *TRAINS*' practice in that era of "filling the last line."

The thing is, the Pekin District was originally "the show." Built by Francis Hinkley as the Chicago & St. Louis, it stretched from 23rd Street in Chicago 153 miles to Pekin, on the Illinois River. When Santa Fe President William Barstow Strong sought to extend his railroad east from K.C. to Chicago, he bought the C&StL in late 1886 and pushed

The Pekin-bound "Chico Chief" pauses to enter the TP&W. Combine 2622 and waycar 1864R on No. 47 clear the IC diamond at Minonk on July 25, 1956. Rotary 199361 plows through Benson on January 22, 1979.



J. DAVID INGLES



M. L. POWELL; J. DAVID INGLES COLLECTION

train inched its way to the crest.

This night was no different, except that a couple of breaks in the work had put the estimated time of arrival at Streator well ahead of the 16-hour limit for a change. However, the revving of the diesel engine in the Run 8 throttle notch, combined with the rocking of the locomotive creeping up the hill with all the tonnage it could handle, and the roaring cab heaters trying to blast the October chill out of the cab, soon brought an overwhelming sense of tranquility that could not be denied when combined with physical exhaustion. Although the engineer temporarily "signed off," he continued to work the manual sanders intermittently with his right hand and kept the dead-man pedal depressed with his left foot. His years of experience gave him more aptitude

for running an engine in his sleep than many of his critics would have for baiting a mouse trap while wide awake, and the train continued its long, slow ascent up the hill.

THE HEAD BRAKEMAN, though, was not on the best of terms with the engineer for reasons now lost to history. Probably the result of fatigue more than anything else, the brakie took note of the state of affairs and saw an opportunity for a little excitement that was too great to resist. Stealthily reaching to the tool rack at the front of the cab, he slowly and quietly pulled out the 24-inch pipe wrench that had been rocking back and forth in the tool rack in harmony with the swaying of the cab.

With the wrench in both hands, he quietly crept over behind the dozing en-

gineer, raised it high over his head, and, holding it parallel to the cab floor for just an instant, let it drop. When it hit the floor, indescribable pandemonium ensued, causing the engineer's adrenaline count to instantly shoot up to crisis levels. His right hand came off the sander switch, causing the engine to begin "slipping down" with the train. At the same time, his left foot came off the dead-man pedal, setting off a shrieking whistle that threatened to culminate in a full-service brake application if the pedal was not depressed again immediately.

The engineer was on his feet at once, groping around with his right hand to find the sander switch and stomping around with his foot, trying to locate the deadman pedal in the darkness before the penalty brake application commenced.

his new Chicago, Santa Fe & California as straight northeast from K.C. as possible. The new line intersected the C&StL at tiny Ancona, 6 miles south of Streator, and to this day a sharp curve in BNSF's transcontinental main line at Ancona marks where the CSF&C met the C&StL.

The Pekin District had passenger service until late 1954 or early '55, last in the form of a motor car, among the last to serve the Windy City. In its final years, the motor, which ran as trains 14 and 13, left Pekin at 7 a.m., arrived Dearborn Station at noon, departed at 1:35 p.m. (turning, passengers and all, on a turntable!), and was back in Pekin at 6:20. A combine for express graced Pekin freights 47 and 48 into the late 1950's.

The branch even hosted a fan trip, the "Chico Chief" of April 26, 1969. Railroad Club of Chicago was the sponsor; James A. "Jim" Neubauer was the organizer; and J. M. "Joe" McMillan, later author of several AT&SF books, was Santa Fe's safety official on board. The passenger list included Harold Edmonson of Chicago; Jim Boyd and Mike Schafer of Rockford, Ill.; and my father and me. Boyd would later edit *Railfan* magazine, while Neubauer, Edmonson, Schafer, and yours truly were then, or would become, employees of TRAINS' publisher. Dual-service A-B F7 duo 308L/306B pulled two coaches. There were numerous photo stops, beginning with a wait at Ancona on the branch for train 23, following us, to swing around the curve.

A decade later, the line hosted a rotary snowplow to clear the results of the blizzard of January 1979. In its first use since 1967, plow 199361 came east from Albuquerque for the task. One aspect of the branch was truly unremarked: trains utilized 5.9 miles of trackage rights on Toledo, Peoria & Western through Eureka, from Streator Junction to Pekin Junction. In the diesel age, locomotives on the branch progressed from huge Baldwin center-cabs to the Alco RSD5's to EMD GP20's to, finally, GP38's and GE U23B's.

Modern times caught up with the Pekin District in July 1983 when Santa Fe pulled the pin, letting the right of way revert to cornfields. Still, I bet these words are far from the final ones published on this "remarkable" branch.—J. David Ingles



JOE McMILLAN

Alas, he did not, and it did, and the sound of air-brake exhaust was added to the rest of the deafening confusion in the cab. The train came to an emphatic halt right in the middle of the hill. This brought the conductor and rear brakeman up from the waycar to find out why the train had stopped.

The conductor's patience was worn as thin as the denim on the seat of his bib overalls, and when the cause was revealed to him, a serious discussion developed.

THE CHOICEST of silver-tongued railroad oratory was traded back and forth in the cab with machine-gun diplomacy, concluding on the premise that it might be in the best interests of the head brakeman to "advertise" his job upon arrival at Streator and bid on

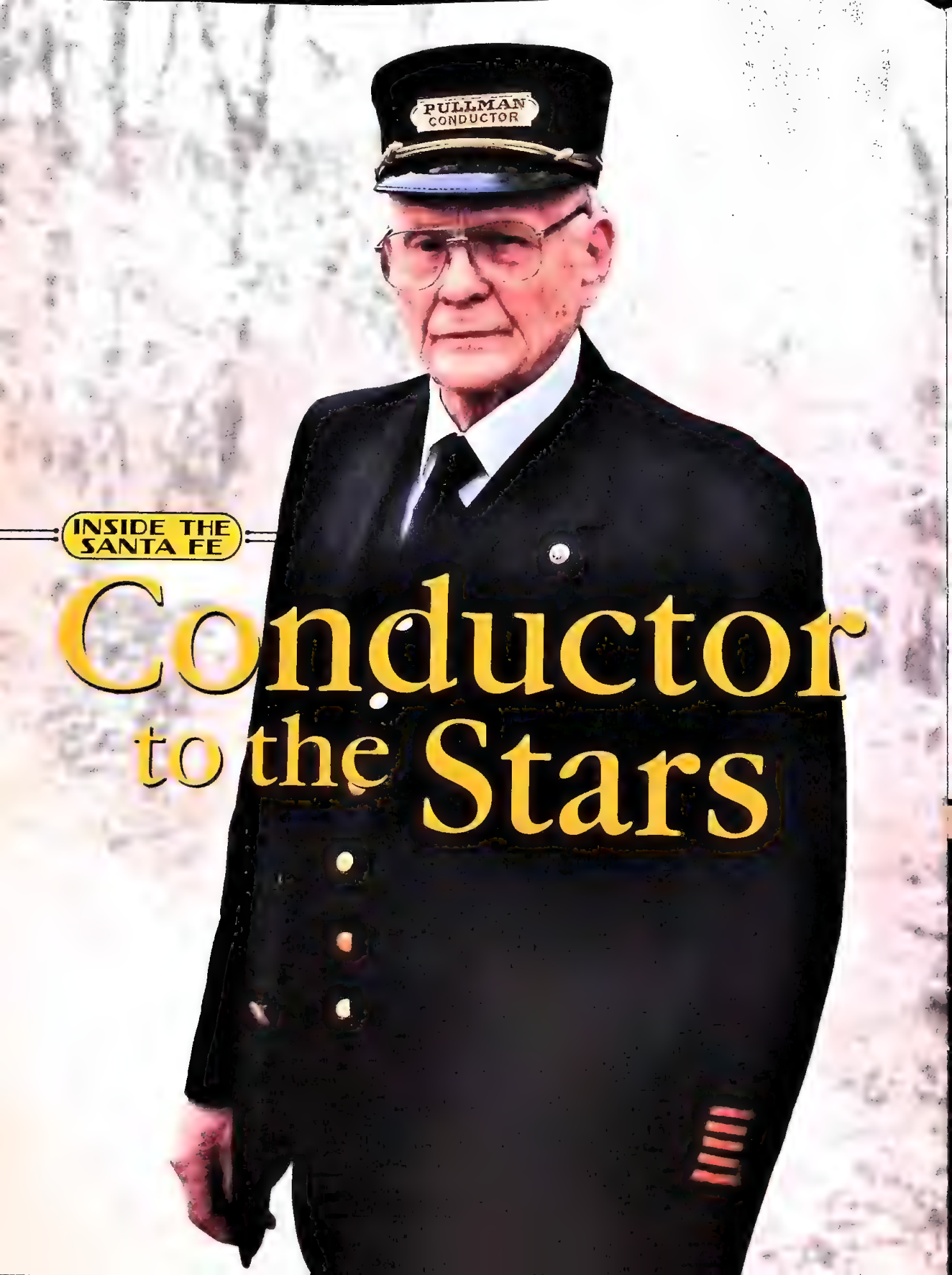
another job somewhere else, preferably as far away as possible. The instructions for the engineer were to pay attention to what he was doing, quit fooling around, and get the train on the move again, pronto. "And it better not be necessary to double the hill, either!"

Attempts to restart the train in one piece on the stiffest part of the hill constituted a real test of skill for the engineer, immersed as he was in thoughts of unwholesome predicaments in which he would like to see the head brakeman and the conductor caught. If you asked the engineer, conductors never did nothing but sit on their lazy hip pockets in the caboose while everybody else did the work. Engineers and conductors, you'll recall, have had an uneasy relationship ever since they duked it out back in the 1830's and established the

conductor's right to give the orders.

The engineer finally succeeded in getting the train under way, his left foot again on the deadman pedal and his right hand again working the sanders. The head brakeman, chin in hand and his ears ringing, looked straight ahead, contemplating his immediate future. The conductor and rear brakeman (who had kept his integrity intact by saying nothing during the episode) caught the caboose as it crept by.

Once more, everything was in order, except for two things: the pipe wrench was lying on the cab floor, securely positioned under the engineer's seat, and nobody was drowsy anymore, at least for that night! Arrival at Streator, in the wee hours of the next morning as an "authorized extra," was "on the law" once again. ■

A full-length portrait of an elderly man in a Pullman Conductor uniform. He is wearing a black peaked cap with a gold band and a nameplate that reads "PULLMAN CONDUCTOR". He has glasses and a serious expression. He is wearing a black double-breasted jacket with gold buttons and a white shirt with a black tie. The background is a blurred, light-colored wall.

PULLMAN
CONDUCTOR

INSIDE THE
SANTA FE

Conductor to the Stars

For a senior Pullman conductor, the *Super Chief* was the run of choice

By Robert S. McGonigal

Illustrations courtesy J. M. Kuhn unless noted

JOHN M. "JACK" KUHN knew America's great trains. During his 28 years as a Chicago-based conductor for the Pullman Company, he worked "all the big name trains," including the *20th Century*, *Broadway*, *Golden State*, *Empire Builder*, and *Portland Rose*. But his favorite, the one he worked whenever he could, was the *Super Chief*.

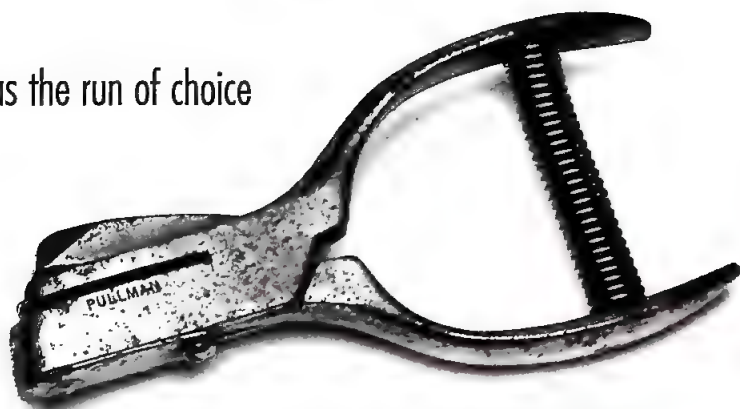
Kuhn liked Santa Fe's Chicago-Los Angeles all-Pullman flagship for the same reason it was popular with travelers—speed. "I was gone only five days. We got in [to Los Angeles] in the morning and left at 6 o'clock at night. Ninety-nine times out of 100 we would be on time. Then I'd be home for seven days."

"Home" for Kuhn was (and is) a farm in little Helenville, Wis., beside Chicago & North Western's Milwaukee-Madison line. He and his wife, Virginia, moved there from Chicago in 1948. To get to work in the Windy City, he'd get a Milwaukee Road train at nearby Watertown; coming home, he'd often ride a C&NW train, whose crew would let him off at the farm.

Kuhn joined the company in 1941. Working troop trains, he saw all 48 states—in his first three months. "Then they started feeling me out with small passenger trains," he recalls. He worked his way up Santa Fe's varnish heirarchy. "I started out on the *Scout*, then I went to the *California Limited*; we handled a lot of passes from other railroads there. Then I bid on the *Chief*, and then the *Super Chief*."

As he racked up seniority, Kuhn worked the *Super* more and more. "I spent more time on the *Super Chief* because I liked it. I knew all the people; I knew quite a few of the Santa Fe officials. I liked the clientele and I liked the food. To me, the *Super Chief* was the finest food train."

The *Super's* clientele included many Hollywood people. Directors and other "off-camera" people favored it, and so did movie stars, some of whom rode well into the 1960's.



Some celebrities preferred to keep to themselves, but Kuhn's duties brought him into contact with all of them. Indeed, he helped them keep their privacy. "At Chicago we had a side gate. [Celebrities who rode often] would call my name and say, 'Here's my ticket, Jack, can we go out to the train?' I'd say, 'Sure, if it's backed down.' So I'd take them through the gate. That way, they didn't have to face the public."

In thanks for his efforts, many stars gave Kuhn autographed photos of themselves. A few are presented here, some inscribed to Kuhn, others to his daughter, Nancy, along with other mementoes of his career.

Pullman turned its sleeping cars over to the railroads at the end of 1968, and Kuhn's last trip brought him back to Helenville on January 3,

1969. Though he's been off the trains now longer than he was on them, railroading is in the 89-year-old's blood. "I still dream about the trains—collecting tickets and talking to passengers—and it makes me mad, because I don't get paid anymore!"



J. M. KUHN

PULLMAN CONDUCTOR
THE ATCHAFALY, TOPEKA & SANTA FE
RAILWAY COMPANY

CHIC



Vincent Price

To aid the famous actor in a time of personal tragedy, Kuhn broke a Santa Fe taboo: he delayed the *Super Chief*. Kuhn held No. 18 for 10 minutes at Raton, N.Mex., so Price could take a phone call regarding the death of his mother. "I caught hell for that," Kuhn recalls.

Debbie Reynolds

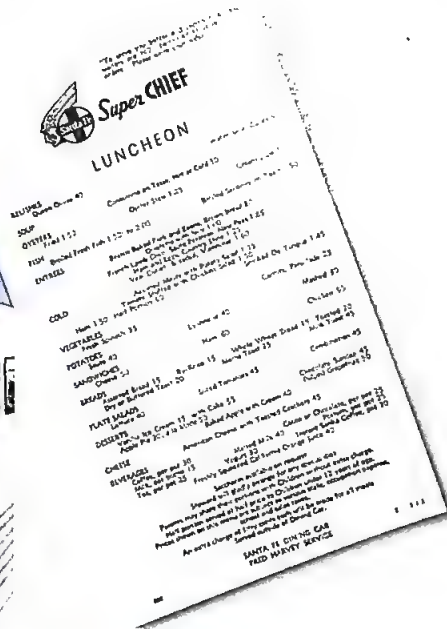
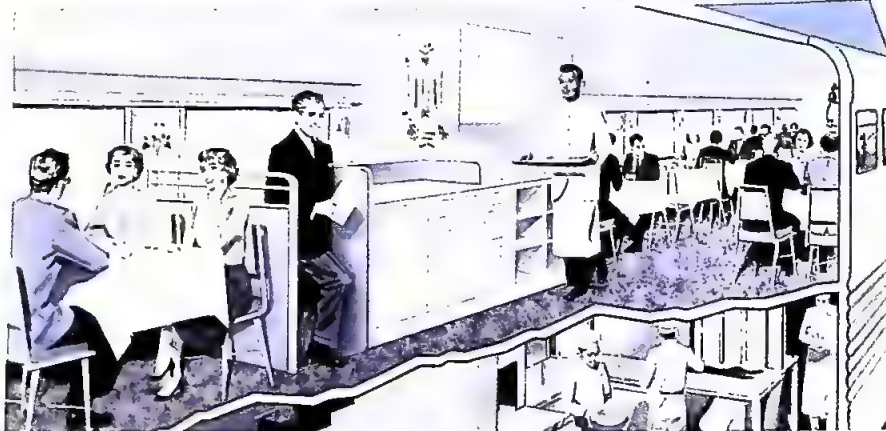
Varied indeed were the duties of a Pullman conductor. "I picked [Reynolds] up at Flagstaff, where she was the Snow Queen. She had her two little kids with her, and she only had a bedroom. She wanted help to get her kids up in the upper berth—she was gonna sleep in the lower—so I helped her get 'em up there."



Dining options: low-level, or high?

When the *Super Chief* and the all-coach *El Capitan* were combined into one train, as they often were in the 1960's, Kuhn's dining options were doubled. "I'd get tired of eating what they had on the [*Super's*] menu, so I'd go up to the *Cap* and eat up there." The *El Cap's* double-deck cars also contrasted with the *Super's* standard low-level equipment.

CLASSIC TRAINS COLLECTION



The Chief Way



Wish you were here

In the 1960's, when the atmosphere on the trains of many roads seemed designed to drive passengers away, the Santa Fe still cared about making a good impression. Among Kuhn's souvenirs from that era are paper engineer's hats for kids and colorful postcards.



Robert Wagner
& Natalie Wood

The young Hollywood couple traveled together aboard the *Super Chief* "even before they were married," Kuhn recalls, his voice suggesting such an arrangement was viewed differently then it would be today. "They had a bedroom suite. They'd take the wall down in between so they'd have two lower beds. They talked to everybody, they were real nice."





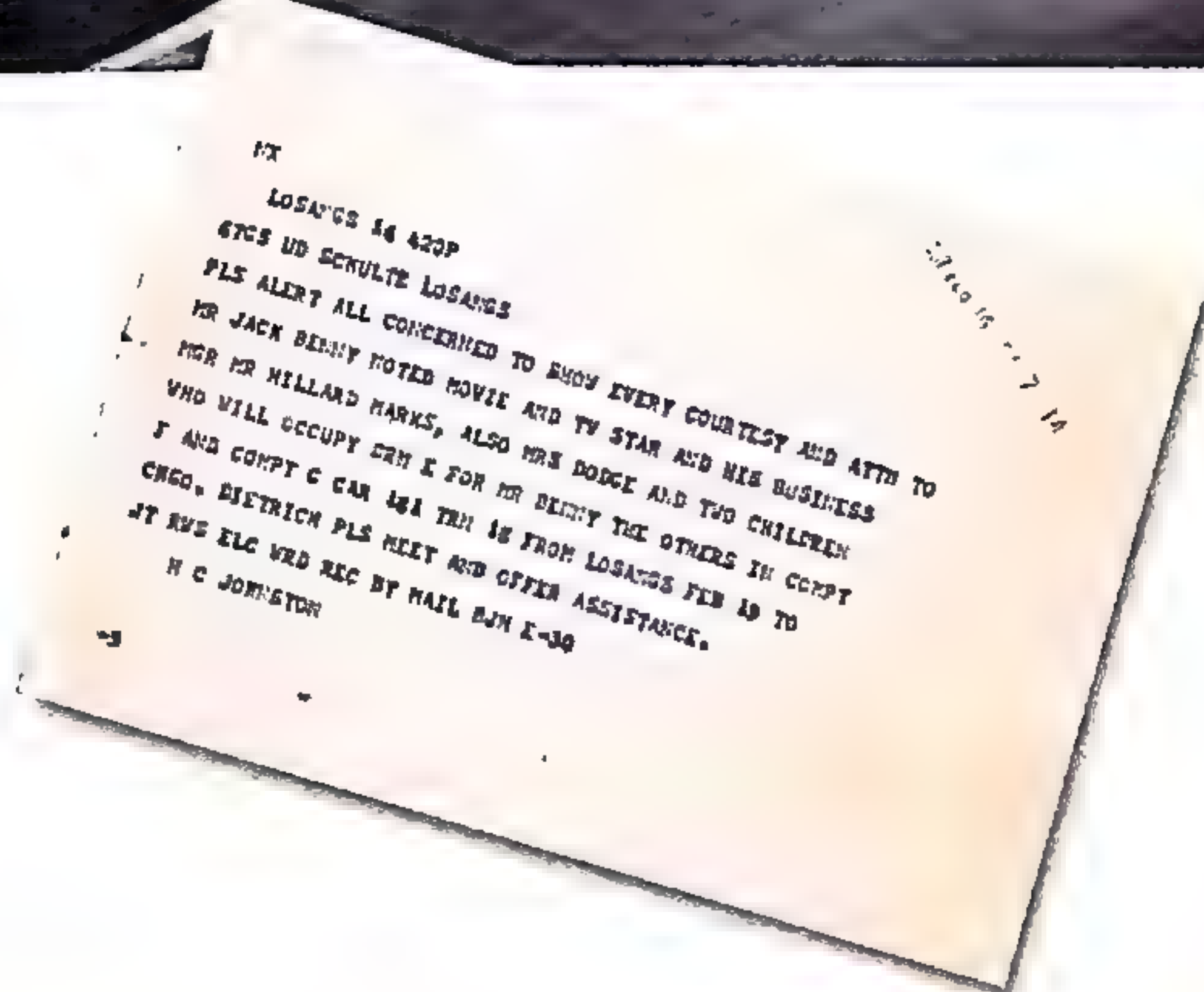
AT&SF

Free rides to Pasadena

"I had people who would meet at LAUPT to see someone off, and they would get into a conversation. I'd say, 'Well, hop on—I don't collect my tickets till Pasadena. You can jump off there.' So they'd get on and ride to Pasadena and take a cab back to Los Angeles." Westbound, many show-biz people got off at Pasadena, and movie mogul Louis B. Mayer often met the trains there.

Message about Mr. Benny!

A note about Jack Benny reminds Kuhn that Benny's empty wallet was no act. "He didn't have any cash on him. I raised him to a better accommodation, and he gave me a check, which was against the rules. When I turned it in, the cashier says, 'How come you took a check?' I said, 'Look who it is.' 'Oh, I oughta buy this check as a souvenir!'"

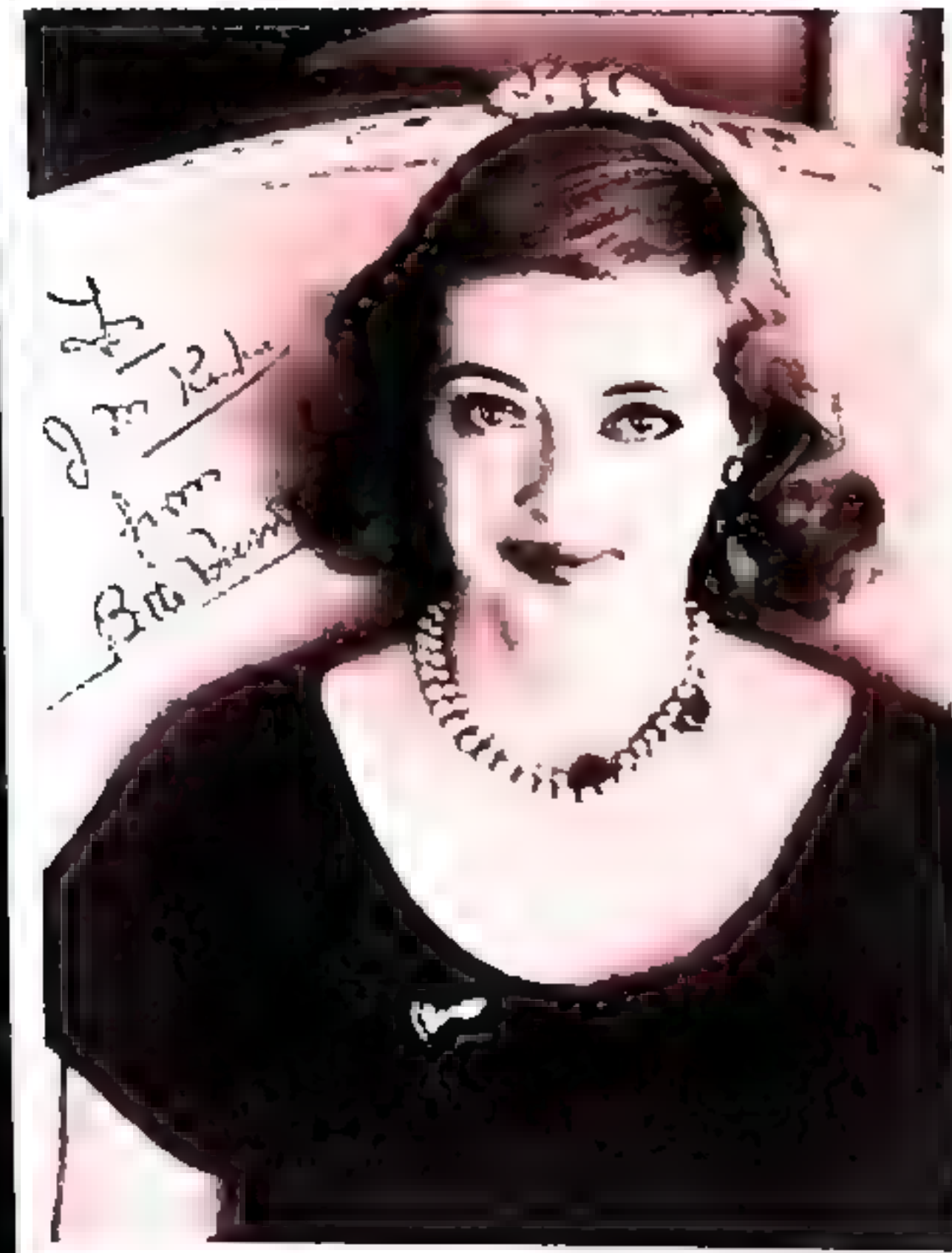


Howard Hughes

The wealthy movie man/industrialist was as reclusive on the train as he was elsewhere. Kuhn recalls he had a private car on the rear end, with a guard at the door. "I came for tickets, and the guard said, 'This is as far as you get, conductor.' Even the brakeman couldn't ride in the back; he rode in the car ahead."

Bette Davis

"I had her quite a few times on the train, and she called me by my first name. I had her on the *Super Chief*, the *Chief*, even the old *California Limited*. She'd say, especially when we stopped at Albuquerque, 'Conductor, stay close to me, I don't want all those people around'."



Chico's secret code

To streamline communications about reservations on passenger trains, Santa Fe ticket agents used a system of code words. A meaning was assigned to each of nearly 200 words—AMBER stood for "Reserve three compartments," COAL meant "On Train No. 2," and so on, enabling a few words to carry the meaning of many. A 14-page booklet was issued to Pullman conductors and others who needed to know how to interpret the code. View the complete May 1, 1950, edition of the Cipher Code book on our website, www.classic-trainmag.com.

The Atchison, Topeka and Santa Fe Railway Company
The Atchison, Topeka and Santa Fe Railway Company
—Coast Lines
Gulf, Colorado and Santa Fe Railway Company
Panhandle and Santa Fe Railway Company

PASSENGER TRAFFIC DEPARTMENTS



CIPHER CODE

For use
in connection with
reservations in

SLEEPING CARS
CAFE-OBSERVATION CARS
PARLOR-LOUNGE CARS
CHAIR CARS

Effective May 1, 1950
(Cancelling Mar. 1, 1949 issue)

Cipher	Signifies
Quail.....	On Train No. 16.
Qualling.....	On Train No. 16 to Kansas City.
Quailley.....	On Train No. 16 to Chicago.
Smile.....	On Train No. 17.
Smiling.....	On Train No. 17 to Los Angeles.
Hate.....	On Train No. 18.
Hater.....	On Train No. 18 to Kansas City.
Hating.....	On Train No. 18 to Chicago.
Crow.....	On Train No. 19.
Crowing.....	On Train No. 19 to Los Angeles.
Crowless.....	On Train No. 19 to Kansas City.
Crowson.....	On Train No. 19 to Phoenix.
Robin.....	On Train No. 20.
Robber.....	On Train No. 20 to Kansas City.
Robbing.....	On Train No. 20 to Chicago.
Sad.....	On Train No. 21.
Sadder.....	On Train No. 21 to Kansas City.
Sadly.....	On Train No. 21 to Los Angeles.
Joy.....	On Train No. 22.
Joyful.....	On Train No. 22 to Kansas City.
Joyous.....	On Train No. 22 to Chicago.
Wood.....	On Train No. 23.
Woodiest.....	On Train No. 23 to Kansas City.
Wooding.....	On Train No. 23 to Los Angeles.
Wooded.....	On Train No. 23 to Oakland.
Woodful.....	On Train No. 23 to Los Angeles via Grand Canyon (one day at Canyon).
Woodfulness.....	On Train No. 23 to Los Angeles via Grand Canyon (two days at Canyon).
Nope.....	On Train No. 24.
Noper.....	On Train No. 24 to Kansas City.
Noping.....	On Train No. 24 to Chicago.
Ropeful.....	On Train No. 24 to Chicago via Grand Canyon (one day at Canyon).
Ropeless.....	On Train No. 24 to Chicago via Grand Canyon (two days at Canyon).
Ropeland.....	On Train No. 24 to Kansas City via Grand Canyon (one day at Canyon).
Ropely.....	On Train No. 24 to Kansas City via Grand Canyon (two days at Canyon).
Mind.....	On Train No. 25.
Mindful.....	On Train No. 26.

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Chevrolet or other fine car

TO HERTZ RENT A CAR

FAST TRAIN—
then a HERTZ car
that's the HERTZ idea

Dear Sirs:

We thank you for sending us the reservation
for Mr. Jonas Goldstein

Rental Agreement No. 405150
Enclosed is our Commission Check in amount of \$ 33.19
Rental was not made for the following reason:

To: J. M. Kuhn
Pullman Conductor Super Chief
c/o Kuhn's Apees
Jelenville, Wis.

We trust that you will honor Hertz soon with
other referrals on a mutually profitable basis.

Hertz Rent A Car
Address 757 E. 3rd St.
City San Bernardino, Calif.

Per James L. Morris

"Fast train—then a Hertz car"

In cooperation with Hertz Rent A Car, Pullman conductors could arrange for passengers to rent cars at their destinations. Hertz paid a commission for each rental sold, and also awarded free rental-car miles. "I've still got a coupon for 200-and-some miles that I've never redeemed," muses Kuhn. "I've often wondered what would happen if I tried to cash it in."

Paul Newman & Joanne Woodward

"A lot of times they'd travel separately, and especially for [Woodward], I'd wire ahead to Chicago to have a limousine to take her to the Ambassador West hotel. After freshening up, she'd get on the Century or Broadway to go to New York. Once Kuhn shared a dessert with Newman. "I was in the dining car at Barstow—we were delayed there for some reason. We had lunch and I was sitting at a little duce—two-seater—and he sat down with me. He saw me eating my chocolate sundae and says, 'Can I swipe some of your sundae? I won't take much—we gotta watch our weight, cause the cameras put on 10 pounds."





ABOVE: AT&SF; BELOW: R.S. MCGONIGAL

Two for the Turquoise Room

Unique to the *Super Chief* was its semi-private dining area, the Turquoise Room. Kuhn recalls that Elizabeth Taylor and Richard Burton booked it for an entire trip. "Nobody else could use it. . . . I think they'd been arguing." The dining-car steward didn't like this, as it meant less revenues and tips.

Great terminal for a great train

Los Angeles Union Passenger Terminal (right) was a fitting terminus for the *Super*; in contrast, Kuhn saw Chicago's Dearborn as "a little peanut." One of America's great stations, with its own movie connections, LAUPT is featured in an article in the July 2002 *Trains Magazine*.



Memory aid

Kuhn learned early the value of remembering people's names. "I had a good memory for names, but if I got stuck, I could always refer to my car diagrams. The passengers appreciated that, especially in the club car. You'd say, 'Mr. So-and-so, here's your telegram,' and their chest would pop out a mile."

ULLMAN COMPANY

11 DOUBLE BEDROOM

2 MAKE FOR ADDRESS PREPARED BY A ONE BED
C. ANYTHING BY THE 10 & 11 TO 12, 13 & 14

DINING CAR STEWARD

DOUBLE BEDROOM A

DOUBLE BEDROOM B

DOUBLE BEDROOM C

DOUBLE BEDROOM D

DOUBLE BEDROOM E

DOUBLE BEDROOM F

DOUBLE BEDROOM G

DOUBLE BEDROOM H

DOUBLE BEDROOM I

DOUBLE BEDROOM J

DOUBLE BEDROOM K

CAR 175 LINE

TRAIN No. 17 LEAVE

FROM CHICAGO TO LOS ANGELES

TUESDAY DEC 13 1966



Tony Curtis

Kuhn recalls one trip on which Curtis, his wife and their daughter, Jamie Lee, were aboard the *Super*. "I gave them a drawing room to sit during the day so they wouldn't be squashed up in their little compartment."

Janette McDonald

"I sat with her in the club car and talked. She knew if she sat somewhere else, she'd be loaded with questions from the passengers. A lot of the stars felt that way: if they talked to the conductor, they wouldn't be bothered."



Crossroads of the South

Atlanta's two terminals made for great train-watching





TWO PHOTOS: J. PARKER LAMB

By J. Parker Lamb

In October 1954, while I was a student at Auburn University in southeastern Alabama, I went to Atlanta with friends to attend an Auburn-Georgia Tech football game, and for a precious few hours, I was able to watch and photograph passenger-train action at Terminal Station downtown. Little did I realize then that Terminal and its neighbor, Union Station, were about to enter their final twilight, and that the Georgia capital's long history as a rail transportation crossroads was about to undergo a fundamental change. This change, of course, was what many large American cities experienced: the loss of most of their passenger trains.

Atlanta developed as a transportation hub during the late 19th century and remains one today. Why did it become a major railroad junction? Because of the way the eastern portion of the country's traffic patterns developed. While the industrialization and urbanization of the Northeast in the early 19th century spread rapidly into "the West" (what we now know as the Midwest), it did so more slowly into the South, largely owing to disruptions from the War Between the States.

By the late 19th century, though, the South had become an important producer of agricultural products, and it had numerous warm-water seaports. Then in the early 20th century, its coastal areas became prime resort and vacation spots for wintertime visitors from the North. All

At Terminal Station on the author's October 1954 visit, the crew on Southern NW2 2243 faces a trio of cab units as a Seaboard GP7 shuffles cars for local No. 6. At Union Station, NC&StL F3A-B duo 814 is ready to leave with the *Georgian*. In each photo, the station's head house is visible at the far left.

these circumstances eventually created two railroad corridors that intersected in Atlanta, which was where many early railroads had terminated.

One corridor headed southwest from Washington, D.C., toward the ports of Mobile and New Orleans. The other reached south from the Ohio River toward Florida. If you review schedules in *The Travelers Official Railway Guide* (it would later drop "Travelers") for June 1870, you'll find four railroads radiating from Atlanta. The Macon & Western headed south, the Georgia Railroad east, the Western & Atlantic northwest, and the Atlanta & West Point southwest. All utilized Atlanta's first Union Station.

At that time, the level of passenger service was understandably modest. Each carrier offered passengers only two trains a day in each direction. Moreover, on the Macon & Western and the "West Point Route," one was a mixed train.

You could, however, by using any of these four lines and their connections, reach virtually all parts of the nation served by rail. The Macon & Western, for example, connected at its namesake city with lines leading to the ports of Savannah and Brunswick, Ga. The "Georgia Road" led to Augusta and a connection to Charleston, S.C., while the W&A led to Chattanooga, Tenn., from where you could go on to Nashville, Louisville, and into the Midwest. Another route out of Chattanooga headed northeast to Bristol and Lynchburg, Va., and on to the Washington (D.C.) gateway.

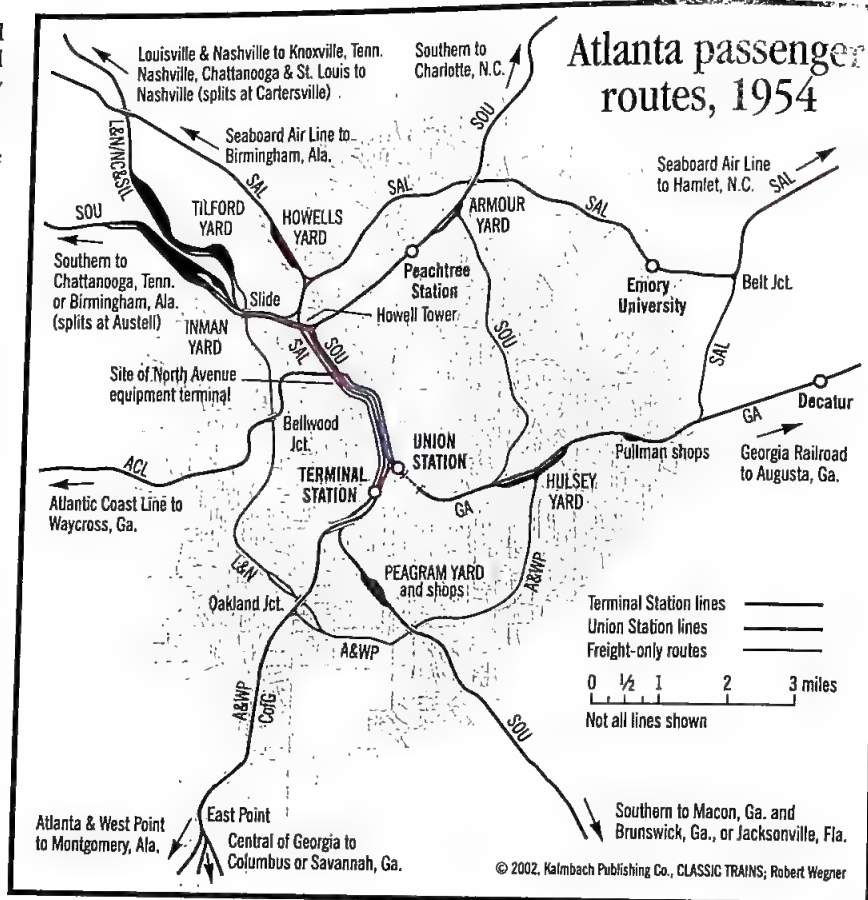
A&WP and its partner Western Railway of Alabama led to Montgomery, Ala., from where you could continue south to Pensacola, Fla., Mobile, Ala., and—more importantly—New Orleans, where connections existed to Houston. From the Alabama capital, you could also go due west through Meridian and Jackson, Miss., and Shreveport, La., to the east Texas town of Marshall.

Note that in 1870, the far-flung Southern Railway System had not yet coalesced. That would not occur until 1894, when it would be created from the tattered and bankrupt remnants of one of the South's largest railroad holding companies, the Richmond & West Point Terminal & Warehouse Co.

A Union Station alternative

By the early years of the 20th century, the Southern had grown to become basically the system we'd know in the post-World War II era, with five routes serving Atlanta. Unhappy with the original 1870 Atlanta Union Station on Wall Street, which had become antiquated, the Southern joined with the Central of

Georgia and the Atlanta & West Point to form the Atlanta Terminal Co. and build the new \$1.6 million Terminal Station nearby. (If you envision the big "Y" formed by railroads in downtown Atlanta, Terminal was on the leg pointing south and Union on the leg pointing east; the other leg points northwest toward Chattanooga.)



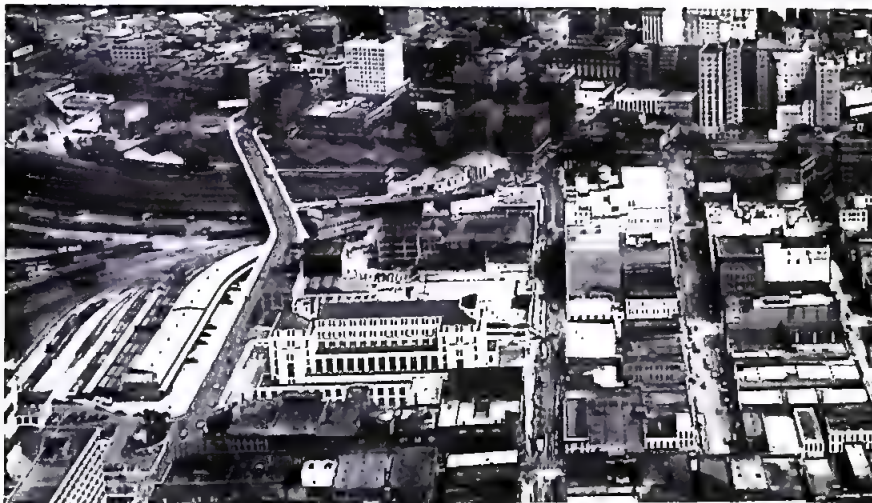
JAMES G. LAVAKE

Central of Georgia's *Nancy Hanks II*, with the first of CofG's 10 E7's of 1946 leading seven matched blue-and-gray cars, heads around the wye from Union Station into Terminal Station to complete its turnaround maneuver and get into position to depart for Savannah. The date is April 25, 1948.

The new facility was a magnificent Spanish colonial-style, cathedral-like edifice, with two 100-foot towers flanking a four-story office structure. It was constructed of yellow brick with a red tile roof. Beneath its classic facade, however, was the South's first reinforced concrete support structure. All tracks were below street level and cov-



TWO PHOTOS: ATLANTA HISTORY CENTER, WWW.ATLANTAHISTORYCENTER.ORG



Terminal Station sprawls across the bottom of the top photo, which looks east before the big trainshed came down in 1925. In the photo above looking northeast, Terminal Station and the Southern office building are in the lower left corner, while the "new" (1930) Union Station is in upper center.

ered by a large steel trainshed.

The new depot was unveiled at 3:30 p.m. on May 5, 1905. Capt. James W. English, Atlanta Terminal Co. president, dramatically doffed his white Panama hat, opened one of the front doors, and led the Sixteenth Infantry band from nearby Fort McPherson through the main entrance. After the ceremonies,

English strode into his new office and dispatched a telegraph confirming the opening to SR President Samuel Spencer at his New York office. The first train, however, didn't call at Terminal Station until eight days later, at 5:10 a.m. on May 13, when Southern's New York-New Orleans *United States Fast Mail* arrived.

In a tragic irony, Spencer would be killed just 19 months after the new station opened, when an engine crew missed a stop signal on a winter night in Virginia. Their train rammed into Spencer's office car while he and some hunting companions were asleep. As a tribute to the "Father of the Southern Railway System," 30,000 Southern employees contributed funds to erect a large bronze statue of Spencer in front of Terminal Station. The statue was dedicated in May 1910.

Terminal Station's traffic levels grew steadily as Southern became the dominant passenger carrier in the Atlanta-Washington corridor. Seaboard Air Line, which moved over from Union Station to Terminal Station a few years after Terminal opened, provided worthy competition for Southern to both Birmingham and the Northeast.

Atlanta's other three major passenger railroads—Nashville, Chattanooga & St. Louis; Louisville & Nashville; and the Georgia Railroad—remained at Union, eventually opening a new structure a few blocks west of the old one in 1930. (NC&StL, which would merge into L&N in 1957, was the operator for the state-owned Western & Atlantic from Atlanta to Chattanooga.) The new Union Station

Atlanta's passenger trains, from the July 1954 Official Guide

TERMINAL STATION

Arrive	Depart	Railroad	No.	Name	From (To)
6:00		SOU	12		Birmingham, Ala.
6:05		SAL	3	<i>Psgr. Mail & Express</i>	Hamlet, N.C.
6:30		SOU	8	<i>K.C.-Florida Special</i>	Brunswick/Jacksonville*
6:30		SOU	35	<i>Wash-Atl-NewOrl Expr.</i>	Washington
	6:50	A&WP	35	(Coach only)	To Montgomery, Ala.
7:00		CofG	3		Savannah, Ga.
7:05		SOU	17	<i>Cracker</i>	Brunswick, Ga.
7:10	7:25	SAL	33	<i>Silver Comet</i>	New York-Birmingham*
	7:30	SOU	7	<i>K.C.-Florida Special</i>	To Kansas City*
7:40	8:10	SOU	4	<i>Royal Palm</i>	Jacksonville-Cincinnati*
7:50		A&WP	34	<i>Piedmont Limited</i>	New Orleans*
8:00		SOU	37	<i>Crescent</i>	New York*
8:15		CofG	33	<i>Southland</i>	St. Petersburg/Tampa**
8:15		SOU	135		Washington
	8:35	A&WP	37	<i>Crescent</i>	To New Orleans*
8:50	9:15	SOU	1	<i>Ponce de Leon</i>	Cincinnati-Jacksonville*
	9:00	SOU	34	<i>Piedmont Limited</i>	To Washington*
	9:00	CofG	2		To Savannah, Ga.
9:45		CofG	17	<i>Man O'War</i>	Columbus, Ga.
9:50	10:00	SOU	47	<i>Southerner</i>	New York-New Orleans*
	10:20	CofG	20	<i>Man O'War</i>	To Columbus, Ga.
10:40		CofG	18	<i>Flamingo</i>	Albany, Ga.**
1:10	1:45	SAL	6	<i>Psgr. Mail & Express</i>	Birm'ham-Richmd., Va.*
1:10		SOU	30	<i>Sunnyland</i>	St. Louis/Shrevept., La.*
1:15		A&WP	38	<i>Crescent</i>	New Orleans*
1:30		CofG	107	<i>Nancy Hanks II</i>	Savannah, Ga.
	1:45	SOU	38	<i>Crescent</i>	To New York*
	1:55	SOU	30	<i>Peach Queen</i>	To Washington*
3:45		SOU	29	<i>Peach Queen</i>	Washington*
	4:15	SOU	29	<i>Sunnyland</i>	To St. Louis/Shreveport*
4:50	5:10	SAL	5	<i>Psgr. Mail & Express</i>	Washington-Birm'ham*
5:55		CofG	19	<i>Man O'War</i>	Columbus, Ga.
6:00		CofG	108	<i>Nancy Hanks II</i>	Savannah, Ga.
6:00		CofG	17	<i>Flamingo</i>	Albany, Ga.**
6:05	6:20	SAL	34	<i>Silver Comet</i>	Birmingham-New York*
6:25	6:55	SOU	2	<i>Ponce de Leon</i>	Jacksonville-Cincinnati*
6:30		SOU	33	<i>Piedmont Limited</i>	Washington*
	7:15	A&WP	33	<i>Piedmont Limited</i>	To New Orleans*
	7:50	SOU	26	<i>Cracker</i>	To Brunswick, Ga.
	8:00	CofG	32	<i>Southland</i>	To Tampa/St. Pete.**
8:15		CofG	1		Savannah, Ga.
8:20	8:30	SOU	48	<i>Southerner</i>	New Orleans-New York*
9:15	9:40	SOU	3	<i>Royal Palm</i>	Cincinnati-Jacksonville*
	9:45	SAL	4	<i>Psgr. Mail & Express</i>	To Hamlet, N.C.
10:25		SOU	8	<i>K.C.-Florida Special</i>	Kansas City
	10:45	SOU	7	<i>K.C.-Florida Special</i>	To Brunswick/Jacksonv.*
	10:45	SOU	136		To Washington
	10:45	CofG	4		To Savannah, Ga.
11:25		A&WP	36		Montgomery, Ala.
	11:45	SOU	11		To Birmingham, Ala.
	12:30	SOU	36	<i>NewOrl-Atl-Wash Expr.</i>	New Orleans-Wash'ton*

UNION STATION

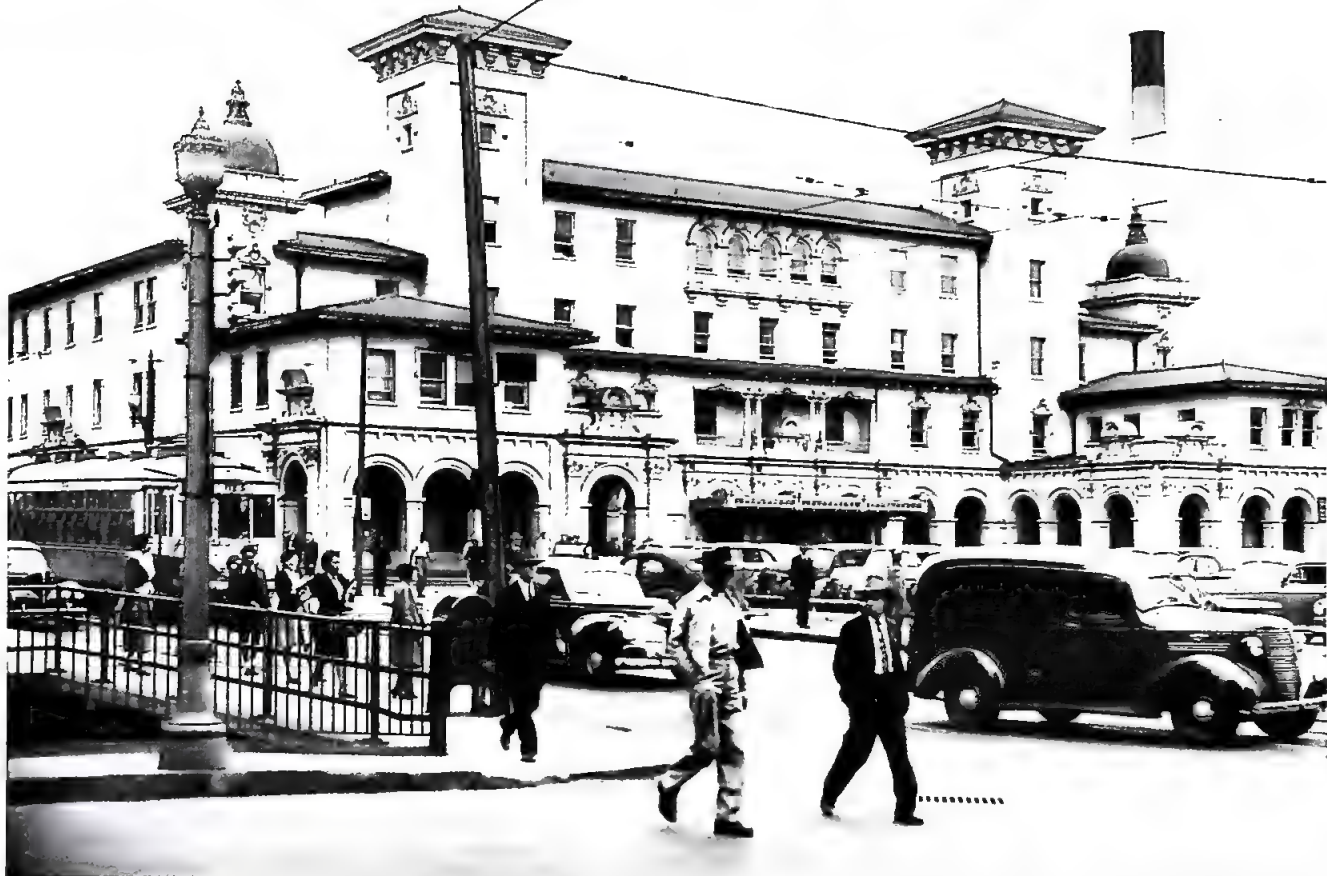
Arrive	Depart	Railroad	No.	Name	From (To)
1:15		NC&StL	11	<i>Dixie Flagler</i>	Chicago* (every 3rd day)
	1:25	ACL	5	<i>Dixie Flagler</i>	To Miami* (every 3rd day)
4:05		ACL	6	<i>Dixie Flagler</i>	Miami* (every 3rd day)
	4:20	NC&StL	12	<i>Dixie Flagler</i>	To Chicago* (every 3rd day)
6:30		ACL	94	<i>Dixie Flyer</i>	Jacksonville, Fla.*
7:00		GA	3		Augusta, Ga.
8:10		NC&StL	3		Nashville, Tenn.
8:10		L&N	17	<i>Flamingo</i>	Cincinnati**
8:35		NC&StL	81	<i>Georgian</i>	Chicago/St. Louis
	9:10	L&N	32	<i>Southland</i>	To Cincinnati, Chicago**
	9:25	GA	2		To Augusta, Ga.
9:30		NC&StL	93	<i>Mail & Express</i>	Nashville, Tenn.
	9:50	NC&StL	94	<i>Dixie Flyer</i>	To Chicago*
	10:15	ACL	101		To Jacksonville, Fla.
5:30		GA	1		Augusta, Ga.
5:30		ACL	102		Jacksonville, Fla.
	6:00	NC&StL	80	<i>Georgian</i>	To Chicago/St. Louis
	7:00	NC&StL	92	<i>Mail & Express</i>	To Nashville, Tenn.
7:10		L&N	33	<i>Southland</i>	Chicago, Cincinnati**
	7:50	L&N	18	<i>Flamingo</i>	To Cincinnati**
7:25		NC&StL	95	<i>Dixie Flyer</i>	Chicago*
	9:00	GA	4		To Augusta, Ga.
	9:00	NC&StL	4		To Nashville, Tenn.
	9:30	ACL	95	<i>Dixie Flyer</i>	To Jacksonville, Fla.*



NOTES: * = Through train, same station; ** = through train, changes stations
/ = separate sections to/from different destinations

Boldface times indicate p.m.

For space reasons, not all through sleeping-car routes are shown.—J.D.I.



CLASSIC TRAINS COLLECTION

All is abustle in front of Terminal Station in March 1946 (above). Over at Union Station the same year (left), Louisville & Nashville E6 751 is fueled and serviced as NC&StL's new *Georgian* leaves for St. Louis. At Terminal on the author's 1954 visit (right), West Point Route FP7 553 and a Geep are flanked by Southern E7 2920 and E6 2900, while Seaboard E4 3006, in fresh "Orange Blossom" livery, is ready to depart with No. 6.

was near the location of the "Zero Milepost," beginning point of the W&A. Like Terminal, Union was a "through" station, not stub-end, although relatively few trains operated through either, since both Seaboard's and Southern's east-west main lines passed through the city about 2 miles north of downtown.

Both stations were constructed at street level, above the tracks, affording viewers and photographers overhead as well as ground-level vantage points. Union's columned entrance faced a cramped plaza on Forsyth Street. Stairs and escalators led down from the concourse and waiting room to eight tracks below, where umbrella sheds protected passengers from the elements.

This dual-station arrangement would become a feature of passenger service in downtown Atlanta for over a half century.



J. PARKER LAMB

Passenger-train growth

Looking at the *Official Guide* for June 1916, a decade after Terminal Station opened, one finds a passenger-train scene in Atlanta markedly more active than in 1870. The eight railroads serving the two downtown stations offered more than 50 total daily departures on a dozen routes, for an average of one train every 14 minutes. Terminal Station had 38 trains, dwarfing Union Station's 13.

The top carrier was, of course, Southern, with 5 departures on the Washing-

ton-Birmingham main line, 5 to Macon and south, and 4 to Chattanooga and north. Central of Georgia was next with 8, while A&WP and Seaboard (4 east, 3 west) each had 7, and NC&StL and the Georgia Road each had 5. L&N had 3 and Atlanta, Birmingham & Atlantic 2.

Since Southern and Seaboard were the only two roads that did not terminate in Atlanta, the amount of terminal switching of both motive power and train consists (especially sleeping cars) was enormous. One can assume that

there was always a veil of coal smoke lingering over all the downtown trackage. Since there was little room around Terminal Station for all this activity, Southern created the North Avenue Equipment Terminal a couple of miles north of the depot for turning trains and servicing engines and cars.

The growth of passenger-train travel continued well into the 1920's. Indeed, Terminal's pre-World War II peak would occur during 1927-29, when upwards of 4000 passengers a day would pass through its front doors or its trainsheds.

Passenger operations in the Midwest-Florida corridor were more complex than those between Atlanta and the Northeast. Southern got you directly to Washington, and Seaboard reached the nation's capital through Richmond, Va., via the Richmond, Fredericksburg & Potomac. Beyond Washington, many consists from the South continued intact as part of Pennsylvania Railroad trains.

From the Midwest, though, up to six carriers were involved in the early years of moving passenger trains to central Florida. This came about because most of the Midwestern or Northeastern railroads involved terminated at gateways along the Ohio River, at Evansville, Ind. (Chicago & Eastern Illinois), Louisville,

Ky. (Monon, Pennsylvania), and Cincinnati, Ohio (PRR, New York Central, Baltimore & Ohio).

Florida trains out of Chicago, Cleveland, or Detroit utilized the up-

per South's two big trunk lines (the Southern and the L&N) as the second link in their routes. Both Terminal and Union enjoyed a lively interchange of through cars and trains, for only the Southern had a passenger route through Atlanta into Florida. L&N was dependent on its ally, the NC&StL, between Nashville and Atlanta, and L&N's trains from Cincinnati, via Knoxville, Tenn., utilized 48 miles of the "NC" south of Cartersville, Ga., into Atlanta.

L&N's *Southland* and *Flamingo* were handled south of Atlanta by Central of Georgia, which served Macon and Albany, much bigger cities than the communities on the Alabama, Birmingham & Atlantic via Manchester. Most of the through "Dixie" trains (*Dixie Flagler*, *Dixie Flyer*) also made the Terminal-Union move to use CofG's route. The NC also handed its trains to CofG for the run to Macon, from where SR's Georgia Southern & Florida carried them to Atlantic Coast Line trackage at Tifton, Ga., between Albany and Waycross.

In 1926, traffic on the Midwest-Florida corridor around Atlanta changed significantly when the bankrupt AB&A, which offered passenger service between Atlanta and Waycross, was acquired by the Atlantic Coast Line and was reincarnated as the Atlanta, Birmingham & Coast. This move allowed ACL, Southern's rival to Florida, to achieve direct entry into the hub of the South. Eventually, all NC&StL and L&N trains would ride the AB&C toward Florida.

Coast Line's entry into the Atlanta market thus led to a higher traffic den-

sity through Union Station, overwhelming the vintage facility and resulting in its 1930 replacement. When AB&C's contract agreements with Terminal Station, leftover from AB&A days, expired in 1933, AB&C trains moved over to the new Union, eliminating a change of station for the through L&N and NC&StL trains.

After the boom times of the Roaring Twenties, however, the Great Depression put railroad passenger travel into a tailspin. By 1935, Terminal Station's daily passenger volume hovered around 1500 people, less than half its level only five years before.

Finally, streamliners for Atlanta

As the economy recovered, the streamliner era and the replacement of steam locomotives with diesel power changed the face of passenger railroading. The public was instantly impressed with the new generation of trains as well as automobiles and other items of the streamline era.

Although streamliners quickly caught on in the East, Midwest, and West, most roads in the South were reluctant to take on such big-ticket purchases because they were still recovering from their Depression-era debt load. The only long-distance diesel-powered streamliners launched in the South—Florida trains all—bypassed Atlanta. Seaboard inaugurated its *Silver Meteor* in February 1939, Atlantic Coast Line its *Champion* in December of that year, and Illinois Central its *City of Miami* in 1940.

The apparent foot-dragging finally

At Terminal's north throat on May 1, 1949, two Southern E7's arrive from the north as another (at left) is ready to go out with the *Crescent*, which arrived behind A&WP 4-6-2 290 (now preserved).

JAMES G. LAVAKE



provoked one of Atlanta's newspapers in March 1940 with a series of editorials chiding railroad executives. The paper would use a national map that highlighted all cities and routes served by streamlined passenger trains, with a caption reminding readers that, while Atlanta saw 110 trains a day, it wasn't on the map.

With the retirement of Fairfax Harrison as Southern president in 1937, Ernest E. Norris, 55, moved into the president's suite, the first non-Southerner to serve as the railway's CEO. Although he attained the position with 37 years' railroad experience, he is often remembered for this witty comment, "There are only two things that will turn a man's head—a pretty woman and a train." Thus it is not surprising that Norris realized that Southern must move forward with eye-pleasing passenger equipment.

In October 1940, Southern began ordering diesel locomotives from Electro-Motive and stainless-steel cars from Pullman-Standard. Three trainsets, each powered while on the Southern by an E6, would operate from New York through Washington to New Orleans as the *Southerner*. Two more consists would operate behind E6 A-B sets on the *Tennessean* between Washington and Memphis, a route that included a steam-powered link on Norfolk & Western between Lynchburg and Bristol, Va.

The new equipment was delivered in early March 1941, with the inaugural run of the *Southerner* occurring March 31 and the *Tennessean* a few months later. Before entering regular service, the *Southerner* visited Atlanta for public exhibit. A large newspaper photo on March 23 showed people dressed in antebellum costumes posing in front of E6 2800. General Motors Vice President Charles F. Kettering spoke to the Capital City Club extolling the new era of diesel-powered trains.

Soon, of course, war clouds would shatter this tranquility. If Terminal Station had been a beehive of activity before World War II, it was even more so during the war, with passenger totals soaring past 30,000 a day, almost a tenfold increase from the peaks of the 1920's.

After the war, America's railroads were weary and worn. Rolling stock as well as facilities needed rebuilding, and Terminal Station was no exception. A \$300,000 renovation in the late 1940's changed not only the inside of the depot but also the exterior appearance. The top 25 feet of each tower spire was removed, and a more conventional roof



J. PARKER LAMB

On that October 1954 day, Southern SW7 8200 pulls past Terminal's south control tower with cars as F3 6704 and an E8—all in green and white—await departure with the *Ponce de Leon* for Florida.



J. DAVID INGLES

Two of Central of Georgia's E7's, now wearing the black-and-white of parent Southern, depart from Terminal Station on May 22, 1966, with the *Nancy Hanks II* as a ubiquitous SAL GP7 waits to move.



LEONARD MCLEAN

Doubleheaded green Southern Ps-4 Pacifics 1384 and 1409 charge out of Terminal Station at 3:30 p.m. on a summer 1950 day with train 136, a maid-of-all-work mail-and-express run to Washington.



RON FLANARY



TRAINS: A. C. KALMBACH

was added, although it was designed to be consistent with the building's appearance. This was the second renovation to Terminal, whose large trainsheds in 1925 were replaced by more modern platform covers.

Decline and closure

The postwar experiment of sprucing up passenger trains lasted a quarter of a century before American railroads finally acceded to the reality that profits would never come in the face of the au-

tomobile and airplane. Before the bottom fell out of privately operated passenger service, however, I was able to visit Terminal Station on that memorable October 1954 day.

By mid-1965, roughly a decade later, Terminal was down to 26 daily trains and Union down to 14. The loss of mail contracts killed L&N's *Dixie Flyer* north of Atlanta in January 1966, and two years later the remnants of L&N's *Flamingo* to Cincinnati and the Atlanta-Nashville overnight local also expired.

C&E's discontinuance of its Chicago leg of L&N's *Georgian* in 1968 rendered the remaining St. Louis-Atlanta section a nameless coach-only run. The truncated *Dixie Flyer* of Seaboard Coast Line (SAL and ACL had merged in 1967) expired in January 1969, and later that year Georgia Road moved its remaining trains out of Union to the road's Hunter Street offices near the state capitol east of downtown. These eventually became the noted "Super Mixeds," with a streamlined coach ahead of the caboose



J. PARKER LAMB



RICHARD E. PRINCE JR.

Union Station action, counterclockwise from above: NC&StL 4-8-2 551 is on the home stretch toward the depot as she steams into town with the *Dixie Flyer* circa 1947. Author Lamb photographed purple-and-silver Atlantic Coast Line E3 501, now preserved in Spencer, N.C., leading local 102 from Waycross into the station. In August 1966, the engineer for Georgia Road train 2 casts a wary glance at the photographer before boarding black FP7 1003. In a view from L&N E units in the depot in 1952, the northbound *Dixie Flyer* and *Southland* are on hand as new Georgia Road SW9 906 shuffles cars.

or behind the locomotives, which lasted until May 6, 1983.

With this downward spiral of passenger service, the once vibrant transportation hub of Terminal Station became an anachronism. As Atlanta's rapid economic development caused a downtown real-estate boom, it was only a matter of time before there would be pressure for another use for the land.

In 1970, Terminal Station was closed. Southern moved its passenger operations to the small Peachtree (Street) Station in the Brookwood section of Atlanta, northeast of downtown, which

had been a suburban stop for most trains on the main line to Washington (and today serves Amtrak's *Crescent*). Central of Georgia still operated the *Nancy Hanks II* to and from Savannah, and when Terminal closed, the "Nancy" used an office-car track in back of the Southern's big office building next door, with a room in the ground floor becoming a waiting room. Two years later the 67-year old Terminal Station was demolished, and on the site eventually was built a large federal office building.

Union Station, on the other hand, saw trains right up until Amtrak's cre-

ation, with its last arrival being L&N 3, the tiny onetime *Georgian* from St. Louis, on May 1, 1971. Although Union, 25 years younger than its neighbor, outlasted Terminal by nearly 11 months in hosting trains, Union fell to the wrecking ball first, later in 1971.

When Amtrak was formed, the Southern stayed out. Even though his executive officers initially recommended that he sign the Amtrak agreement, Southern President W. Graham Claytor Jr. decided against it. Instead, he launched the last attempt by a U.S. railroad to operate a first-class, long-distance passenger train, replacing the New York-New Orleans *Southerner* in 1970 with the *Southern Crescent*, which operated over the same route (Amtrak handled some through cars north of Washington).

Not all was lost when Terminal Station was torn down, though, for the towering statue of Samuel Spencer was moved to the Peachtree Station along with Southern's trains. In 1996, the Corporation for Olympic Development moved the statue back downtown to a Spring Street park, where it was remounted onto its original base that had occupied the spot in front of Terminal Station for 62 years. ■

Author J. PARKER LAMB expresses his appreciation to JACKSON McQUIGG of the Atlanta History Center for his valuable assistance with reference materials, and to author RON FLANARY of Big Stone Gap, Va., for writing much of the Union Station portion of the text.



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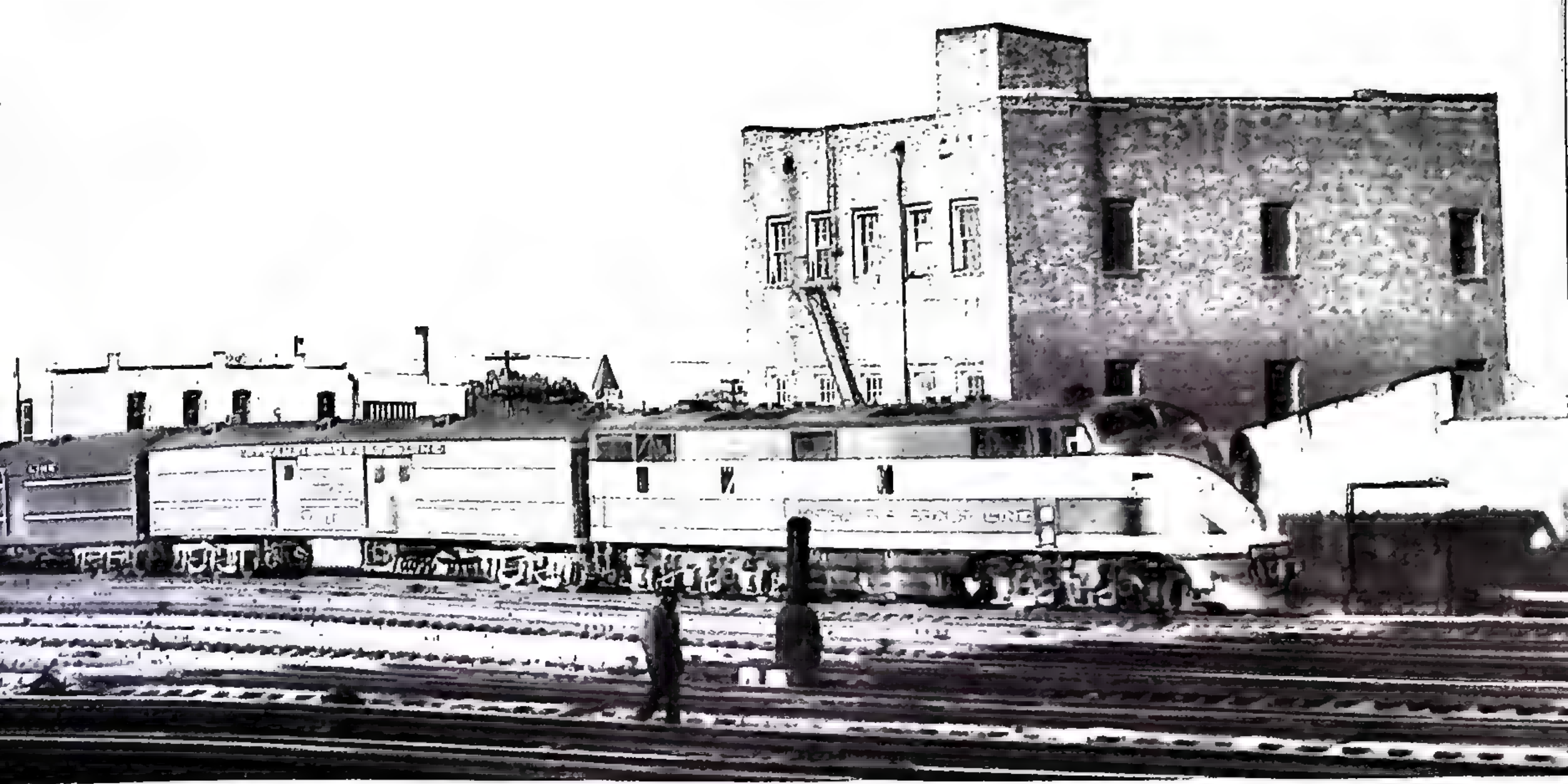
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With this downward spiral of passenger service, the once vibrant transportation hub of Terminal Station became an anachronism. As Atlanta's rapid economic development caused a downtown real-estate boom, it was only a matter of time before there would be pressure for another use for the land.

In 1970, Terminal Station was closed. Southern moved its passenger operations to the small Peachtree (Street) Station in the Brookwood section of Atlanta, northeast of downtown, which

had been a suburban stop for most trains on the main line to Washington (and today serves Amtrak's *Crescent*). Central of Georgia still operated the *Nancy Hanks II* to and from Savannah, and when Terminal closed, the "Nancy" used an office-car track in back of the Southern's big office building next door, with a room in the ground floor becoming a waiting room. Two years later the 67-year old Terminal Station was demolished, and on the site eventually was built a large federal office building.

Union Station, on the other hand, saw trains right up until Amtrak's cre-

ation, with its last arrival being L&N 3, the tiny onetime *Georgian* from St. Louis, on May 1, 1971. Although Union, 25 years younger than its neighbor, outlasted Terminal by nearly 11 months in hosting trains, Union fell to the wrecking ball first, later in 1971.

When Amtrak was formed, the Southern stayed out. Even though his executive officers initially recommended that he sign the Amtrak agreement, Southern President W. Graham Claytor Jr. decided against it. Instead, he launched the last attempt by a U.S. railroad to operate a first-class, long-distance passenger train, replacing the New York-New Orleans *Southerner* in 1970 with the *Southern Crescent*, which operated over the same route (Amtrak handled some through cars north of Washington).

Not all was lost when Terminal Station was torn down, though, for the towering statue of Samuel Spencer was moved to the Peachtree Station along with Southern's trains. In 1996, the Corporation for Olympic Development moved the statue back downtown to a Spring Street park, where it was remounted onto its original base that had occupied the spot in front of Terminal Station for 62 years. ■

Author J. PARKER LAMB expresses his appreciation to JACKSON McQUIGG of the Atlanta History Center for his valuable assistance with reference materials, and to author RON FLANARY of Big Stone Gap, Va., for writing much of the Union Station portion of the text.



Photo Section

The glory of steam: Delaware & Hudson 4-6-4 Challenger type 1527 is 8 miles out of the terminal of Oneonta as it passes a local milk plant in Otego, briskly rolling south through bucolic central New York state with freight RW6. Edward Theisinger photographed the action at 9:07 a.m. on October 13, 1951. D&H's 40 Challengers, built 1940-46 at Schenectady, made up the third-largest fleet of 252 in the U.S., behind UP's 105 and NP's 47.

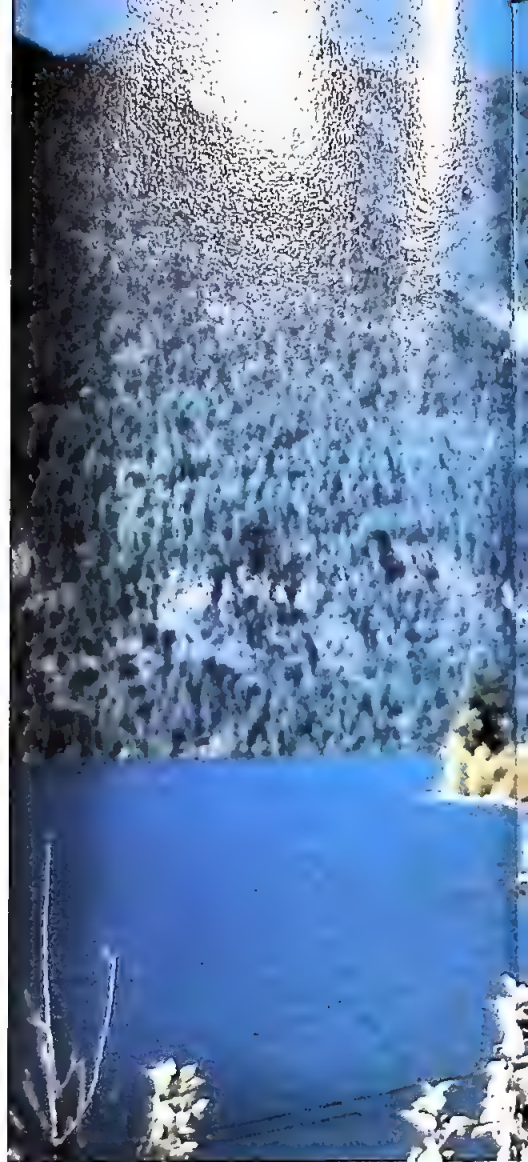


Photo Section

"Please Go Easy": In "The Color World of Linn Westcott" in March 1985 *TRAINS*, accompanying another photo from the same trip along British Columbia's Howe Sound north of Squamish, Editor David P. Morgan wrote of the late longtime *MODEL RAILROADER* editor that Linn "thoroughly enjoyed the pre-expansion, isolated, somnolent, scenic old Pacific Great Eastern, with its GE 70-tonners 'operated back to back in Dr. Doolittle's push-me-pull-a-you style,'" to use Linn's words. Indeed, this scene with GE's 553 and 554 dates from, in more of Morgan's words, "before PGE became British Columbia Railway, quadrupled in size, found coal, acquired M630's, and replaced this train with RDC's."

Time of transition: Steam and diesel fans briefly had the best of both worlds (although hard-core steam believers wouldn't accept it at the time) during the changeover years, well illustrated below at Gresham junction in Chicago on Monday, May 26, 1952, as Rock Island commuter trains pass above 89th Street. P-33 class Pacific 916, a 1910 Schenectady product, leads an outbound onto the Suburban Line for Blue Island's Vermont Street, while Alco RS3 488 is in charge of an inbound.

JOHN F. HUMISTON





LINN H. WESTCOTT



LINN H. WESTCOTT

Fascination: Captivated by the action at the head end so readily visible on the horseshoe curve, two young passengers on Southern Pacific's San Francisco-bound *Daylight* watch through a coach window on Cuesta Grade north of San Luis Obispo, Calif., as a freight 2-10-2 helps the *Daylight*'s road engine, a GS-class 4-8-4, in this circa-1949 photo.

Photo Section



THREE PHOTOS: J. DAVID INGLES



Giant dies meet: On June 11, 1964, at Durand, Mich., the last two of Ann Arbor Railroad's 14 Alco FT-1s—54 and 53A—wearing the faded colors of former "Annie" owner Wabash—are on their last legs as 10 replacement GP35's arrive from EMD. Two crewmen of TF-1 (Toledo-Frankfort, Mich.) are out to inspect counterpart FT-2 as it eases by be-

hind GP35's 391 and 387 in the bright orange of new AA owner Detroit, Toledo & Ironton. As FT-2's Wabash-style caboose passes, the crew reboards. Across Lake Michigan eight years later, on March 11, 1972, daily freight No. 1 of key AA interchange partner Green Bay & Western heads west near Shiogton, Wis., behind more Alcos, an RS3/RS11 duo.



Photo Section

Famous faces of the Pennsy (1): The unmistakable and ubiquitous GG1, king of what we now call the Northeast Corridor, is represented by No. 4873 passing through the commuter stop of South Street in Newark, N.J., on April 30, 1956, with a modest 7-car train. Judging from the sun angle and the mixed consist of stainless-steel cars including an Atlantic Coast Line purple-window-banded coach behind the baggage car and a Richmond, Fredericksburg & Potomac car on the rear, the train is likely No. 169, the *Everglades*, due out of Newark's Penn Station at 7:45 a.m., bound for Washington. There, it will add a Jacksonville sleeper and become train 375 to ride the RF&P to Richmond, Va., before gaining ACL rails.

JOHN DZIOBKO





FRANK QUIN; J. DAVID INGLES COLLECTION



Famous faces of the Pennsy (2): What more dramatic diesel could be chosen for pusher service west from Altoona, Pa., up and around Horseshoe Curve than the unique Baldwin DR-12-8-1500/2, the Centipede. Properly entralling the kids behind the fence at the Curve's observation era in this mid-1950's view, acknowledged by exchanges of waves with the crew, No. 5827 and its unseen partner shove hard against the N5c cabin car as yet another in the parade of westbound PRR freights challenges the Allegheny Mountains.

Photo Section

Dashing for Chicago: Chicago & North Western E8 5024A is just hitting the Milwaukee Road diamond at Racine Junction on the south side of that Wisconsin city and is about to cross 17th Street. It's accelerating toward Kenosha, Waukegan, Evanston, and the Windy City in the mid-1950's with what is probably train 160, one of two speedsters from Milwaukee carrying the simple name *Streamliner 400*. Soon C&NW, in a quirky move, would blank out the nose number boards on all its E units.



THREE PHOTOS, RUSS PORTER





Apparition in the woods: Like a ghost from decades past, 2-8-0 27 of little Duluth & Northeastern appears out of the morning fog at Cloquet, Minn., with a string of empty log flats in August 1962. One of three dozen or so short lines across the nation celebrated by photographers for sticking with steam through the 1950's, D&NE—once a 75-mile logger but long since contracted to a 10-mile paper-mill line—finally succumbed to the inevitable in August 1964 by acquiring secondhand EMD SW1's. D&NE remains in business today.

Chance encounter: Driving east on Roosevelt Road, U.S. Alternate 30, at West Chicago, Ill., on their way to CB&Q's Eola Yard in 1958, what should photographer Porter and pals see ahead but a northbound Elgin, Joliet & Eastern freight in the charge of 109, one of "the J's" 25 2000 h.p. Baldwin center-cabs.



William White:

BEFORE THE STAGGERS ACT OF 1980—American railroad-ing's Magna Carta—the consensus in U.S. business circles was that the railroad industry had few good leaders.

"Those railroad fellows were on the whole a pretty weak bunch at best," concluded Thomas F. Patton, president of Cleveland-based Republic Steel Company, an acclaimed corporate executive, in the late 1980's. "No wonder [the railroads] were always singing the blues and usually losing lots of money. I guess the problem involved the government, but the leadership matter has always been right up there as a major weakness." While blanket generalizations are suspect, there are elements of truth in Patton's remarks.

There were, of course, some solid businessmen and innovators among pre-1980 railroad executives. In the post-World War II period, surely such a group would include John W. Barriger III, D. W. Brosnan, Ralph Budd, William Deramus, Ben Heineman, and Alfred E. Perlman. Add one more man, perhaps not always thought of, to this list: William White. Though largely traditional in his thinking, White provided excellent leadership for several Eastern railroads, including Delaware, Lackawanna & Western; Delaware & Hudson; and Erie Lackawanna.

William "Bill" White was a remarkable individual. His life gave credence to the Horatio Alger tale that a poor boy could make good in America. The oldest of seven children of immigrant parents from Great Britain, White was born on February 3, 1897, in the northern New Jersey community of Midland Park. Typical of striving lads of his generation, White left high school before graduation to help support his family. He found work as a \$20-a-month clerk in the Erie Railroad's freight auditor's office in New York City, then advanced rapidly.

By age 30, White was supervising Erie's challenging Mahoning Division, headquartered in Youngstown, Ohio, and nine years later he became general manager of the Erie's Eastern District.

After a quarter century with the Erie, White in February 1938 was named vice president and general manager of the Virginian Railway, the prosperous Pocahontas-region coal carrier.

Three years later, in 1941, White became president of the Lackawanna. Although prosperous in years past, the DL&W was suffering. The impact of the Depression, declining anthracite coal business, growing modal competition, and inept management had made the railroad unpopular with investors. But when White took the throttle, a new chapter at Lackawanna began.

Bill White created a renaissance during his 11-year tenure at the DL&W. "White made the road come alive," said Robert Fuller, a long-time Lackawanna board member and prominent New York City banker. "Bill was smart as a tack, grasping difficult financial matters quicker than anyone else I have known, whether they worked in the banking business or not. . . . [White] was always willing to consider new ideas and had the habit of hiring rather unorthodox-thinking managers."

White scored several triumphs at the Lackawanna, ranging from rehabilitating the physical plant and equipment to introducing the crack New York-Buffalo *Phoebe Snow*, which honored the carrier's legendary "lady-in-white" advertising icon. Less obvious to the general public than the *Phoebe Snow*'s smart observation-lounge car and on-time performance—but certainly more important—was the way White streamlined DL&W's debt. The Lackawanna had not experienced a modern bankruptcy, so it retained an enormously complicated debt structure.

Among the problems were high fixed costs tied to guaranteed dividends that had to be paid on the stock of local railroads Lackawanna acquired during the late 19th century. In some cases dividends ran at 7 percent or more,

By H. Roger Grant



DL&W: BRUCE OWEN NETT

Symbolic of White's spit-and-polish era on the Lackawanna Railroad was the *Phoebe Snow*, christened in 1949 by Mrs. William White in Hoboken.

railroad leader

Like NYC's steam and diesel locomotives in the early 1950's, White and Robert R. Young ultimately could not co-exist. White found smoother track on the D&H, which managed to make money with trains such as this Alco-powered southbound freight on New York's Richmondville Hill in 1956.



NYC



JIM SHAUGHNESSY

higher than the going interest rate and more than the Lackawanna annually earned from these properties. Although it was not an easy task, White convinced a majority of subsidiary owners that the security of the parts was no greater than the strength of the whole. Once White achieved financial restructuring, substantial savings followed.

The Central comes calling

Bill White's success at the DL&W caught the eye of others, including the board of directors of the New York Cen-

tral. In 1952, NYC hired White as president, citing his reputation for being a "hard-driving, two-fisted railroad man who got things done." The board hoped he could work that magic on the NYC. Although widely considered a blue-chip property, NYC suffered from a host of problems, including excessive debt. Central had borrowed heavily after World War II, seeking to spend its way to profitability.

White took immediate steps to upgrade the Central. For one thing, he improved communication within management. Upon his arrival White told general managers and heads of departments: "speak freely" and "[don't] be bashful in suggesting ways for improvement." This attitude led to a revised maintenance-of-way program to reduce slow orders, enhance on-time freight- and passenger-train performance, and produce other efficiencies.

But the White era at NYC came to an abrupt end in 1954 when the flashy investor Robert R. Young ousted White in a titanic stock proxy battle. Young had become a favorite of the news media through his earlier efforts to improve passenger service, including his catchy national advertisement claiming, "A Hog Can Cross the Country Without Changing Trains—You Can't." In the end, Young arguably also enhanced the Central, most notably by hiring as president Alfred E. Perlman from Denver & Rio Grande Western. Yet it's problematical whether Young was a "doctor of sick railroads," which he had repeatedly proclaimed during the struggle for NYC. Significantly, Young respected White; in fact, he asked him to stay.

The bad blood caused by the Young battle hardly ruined Bill White's career. Admittedly, a certain stigma clung to the "loser" of so public a fight, but White found almost immediate employment. When the president of the Delaware & Hudson announced his retirement, the strategic bridge carrier offered the job to White. The fit was good. White once more showed his skill as a railroad leader, albeit at a road far from crisis. The D&H had much to offer: substantial freight traffic, few passenger trains, and no commuter service. Still, White realized that the D&H and railroading were hardly thriving.

While at D&H, White saw mergers as a possible salvation for the industry and so promoted unification. Said a colleague, "Bill knew that it was merge or die for the small carriers, and D&H had to find a partner or partners on its own terms. Although he was not the first to reach that conclusion, he was well ahead of the pack on this issue." In the mid-1950's, White instigated talks with two of his old employers, Erie and Lackawanna. A three-way financial arrangement could not be reached, and the other two subsequently united in 1960 to create Erie Lackawanna.

White enjoyed his duties at the D&H, first as president and later as chairman. However, in spring 1963, as the luckless Erie Lackawanna teetered on bankruptcy, EL's directors pleaded for White to save their company. He accepted. As White announced: "I want to make clear that I did not seek the position with Erie Lackawanna. But on the board are old friends and associates who thought I would help them." An understatement, indeed. On June 18, 1963, White became chairman of the board and CEO. (White resigned as D&H's CEO in September 1963, but not as D&H board chairman. In an extraordinary decision, the Interstate Commerce Commission allowed him to serve both carriers because of "special circumstances.")

Back in the saddle at EL

White immediately embraced the challenge of Erie Lackawanna. But he warned employees, shippers, and investors that he was not a miracle worker, reminding everyone that the "Erie Lack-of-money" was the problem child of Eastern trunk lines. "We haven't got two nickels to rub together," he said.

Although his arrival boosted morale, one of White's first tasks was to "clean house." This meant ridding management of some of the ex-Erie officials, including his younger brother



FRED W. SCHNEIDER III

Garret "Gary" White, vice president of operations, whose performance at best had been lackluster. Next, White purchased nearly 800 freight cars and 36 2500 h.p. diesel locomotives, splitting them evenly among all three major manufacturers (12 Alco C425's, 12 GE U25B's, 12 EMD GP35's). He extended for five years the October 1, 1964, maturity date of \$11.6 million worth of Erie bonds, then went on to tackle two thorny problems: commuter operations and unjust property taxation.

Erie and Lackawanna both had long histories as New York City-area commuter carriers—Lackawanna out of its terminal in Hoboken, N.J., and Erie out of Jersey City—and both suffered as commuters took to their automobiles after World War II. By the 1950's, the Lackawanna under President Perry Shoemaker had made some progress cutting its commuter losses, but Erie management had accomplished little—and Erie men dominated the new Erie Lackawanna.

White, however, met the challenge. "The expense of commuter operations," said White, "will kill this railroad." White hired Wyer, Dick & Co., a respected consulting firm, to examine the road's commuter service. "We wanted the [loss] determined objectively by outside experts instead of company employees to avoid dispute," explained White, characteristically seeking out facts before acting. What Wyer, Dick found was that on an avoidable-cost basis (complete discontinuance of commuter trains), EL would benefit enormously, in excess of \$10 million annually.

Even before the consultants com-

pleted their work, White took charge. He won approval from the EL board "to take whatever action was necessary to discontinue suburban passenger train service in New Jersey and New York and to discontinue the operation of ferry boats between Hoboken and New York." Yet before EL filed a petition with the New Jersey Public Utility Commission, under whose jurisdiction most of the money-losing trains operated, White advised public officials to take some initiative: either the states, an authority created by them, or an agency formed by the counties served must assume the deficit. He told everyone using or affected by the commuter trains that EL could not sustain additional losses, and that it could not possibly finance the \$380 million required to buy new cars and rebuild facilities.

The pressure worked. Regulators reluctantly permitted major adjustments in commuter operations, including discontinuance of numerous trains, mostly during off-peak hours. These moves saved more than \$1 million annually. In time, a monumental change occurred. With the backing of New Jersey's governor, state lawmakers in June 1966 approved a transit measure to create a Commuter Operating Agency with power to enter into long-term contracts with railroads for commuter operations. EL eagerly signed an agreement in which it would receive payments of more than \$4.2 million for the fiscal year that began on June 1, 1966.

White also attacked New Jersey's inequitable taxing policies. As result of litigation brought in 1966, EL and other carriers that owned property in Hudson County won a settlement re-

Manhattan-bound commuters stream off Erie Lackawanna's trains at Hoboken in 1970, enjoying the fruits of William White's long battle to force the state of New Jersey to play fair.

quiring assessors to place railroad real estate on a parity with other property. This reform cut EL's real-estate tax bill from \$4.4 million in 1965 to \$2.9 million in 1966. The state also designated railroad property devoted to passenger transportation as tax exempt.

Although Bill White believed he was involved in a Band-Aid approach to control the financial hemorrhaging at EL, he was pleased with the results. The company lost more than \$17 million in 1963, and approximately \$8 million in 1964, but net income for 1965 was a positive \$3.2 million and a year later nearly double that amount.

Yet White realized that just as mergers were important to D&H, the same was true for EL. White wanted a merger partner. Before this could be accomplished, though, he died of a massive heart attack in his Midland Building office in Cleveland on April 6, 1967, just a few hours after receiving a clean bill of health from the world-renown Cleveland Clinic. Said EL President Gregory Maxwell, "He died in harness."

Bill White and the Robert R. Young proxy fight are forever linked in history. Yet the record also shows White made major contributions to all his respective employers. He possessed great business acumen and used his skills to strengthen beleaguered enterprises. Had Bill White been active in the post-Staggers era, one can only imagine what he might have accomplished. ■



Great Photographers

William S. Young's short lines and steam

A master storyteller of the small side of railroading

By John Gruber • Photos by William S. Young



Brimstone Railroad Shay No. 36 is sandwiched between coal loads near New River, Tenn., on November 21, 1960.



Young hugged the embankment for this dramatic portrayal of Reading 4-8-4 No. 2102 on a February 1972 Steam Tours excursion on the Western Maryland near Bittinger, Pa.



William S. Young

Not far from his family farm, Young poses with the magnificent Erie depot in Susquehanna, Pa.

A February 1959 winter storm has plastered the front end of Unadilla Valley GE 70-tonner 200, at Mount Upton, N.Y. Often beset by snow, the little milk-hauling line quit the following year.

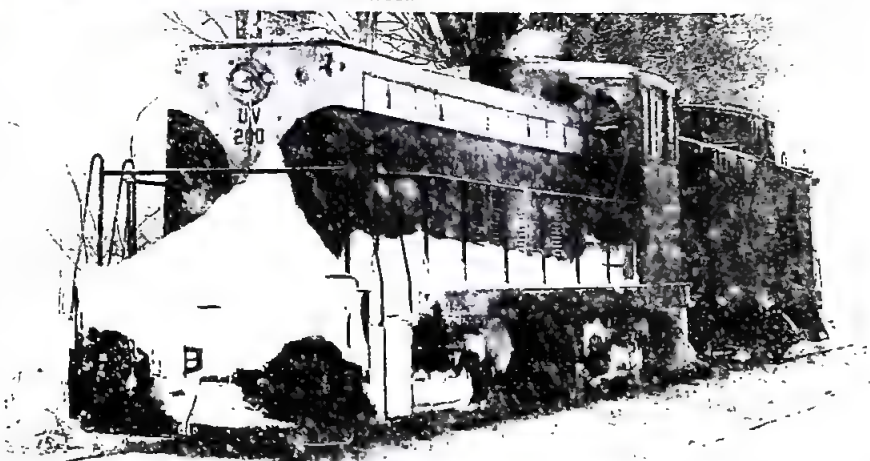
JOHN GRUBER

THE WORLD OF SHORTLINE RAILROADS is rich and flavorful, and in William S. Young it has a master storyteller. A skilled and perceptive photographer, as well as a prolific editor and publisher, Young has spent a considerable part of his life covering the small side of railroading. And after a 21-year hiatus, he's about to return to railroad publishing.

In recent years Young has lived on his family farm near Starrucca, Pa., 8 miles from the former Erie Railroad's famed Starrucca Viaduct, a structure that has loomed large in Young's life. There, Young has continued his work, finishing lifelong projects that chronicle his favorite railroads.

And what a life it has been so far. Young, 73, began taking railroad photographs in 1941; in 1944, at age 15, he issued his first mimeographed newsletter, the *Crown Sheet*. That simple publication led to many more, first the *Short-Line Newsletter*, with a few issues in 1950. That grew into *Short-Line Railroader*, 1954-60, and was augmented by *Steam Locomotive*, 1959-60. The latter was combined into *Steam Locomotive & Railroad Tradition* during 1960-67 and renamed as *Railroading* for its run until 1975. Throughout its publication, *Railroading* was known for its elegant design and artful photography.

Young's periodicals spawned other publications. His *Master Guide to Short-Line Common Carrier Railroads*, published in 1949, was the base for the *Short Line Annual* from 1958 to 1963. *Seven Short Lines*, of 1961, was a reprint of *Short-Line Railroader* articles. He also published two books on the Reading Company's Iron Horse Rambles steam excursions, including a 1963 edition mostly distributed by the railroad, and a 1972 memorial album of



Steam and diesel meet at the Lehigh & Hudson River's main shops in Warwick, N.Y., on the eve of a June 4, 1960, L&HR centennial excursion powered by Reading fantrip 4-8-4 No. 2124 (left).

William S. Young

Early in Southern Railway's famed steam program, SR 2-8-0 No. 630 approaches Fort Motte, S.C., with an April 1968 Atlanta-Charleston trip.



the 1959-64 trips. Young's *Starrucca: The Bridge of Stone*, released in 2000, was a revision of earlier editions.

Young's expertise extended also to the readership of *TRAINS Magazine*. For years he wrote the magazine's Short Lines column. Introducing the column in February 1956, Editor David P. Morgan wrote, "Bill is an authority on the small-time railroad (second only to the American Short Line Railroad Association, we suspect)."

Young is quiet about his accomplishments, but others aren't hesitant to sing his praises, among them acclaimed photographer David Plowden. Young and Plowden have been friends since about 1960, when Plowden first visited the Young farm. "When there was a steam engine within a hundred miles, Bill and I and my family would find ourselves trackside. In fact, we used to get Robert Vogel from the Smithsonian, and Win Moses who worked at Marty Forscher's, a New York professional camera repair service, to gather for a weekend, usually at Bill's house. We would have our own sort of caravan," Plowden said.

"[Bill Young's] research has been impeccable, whether it be on a bridge or a railroad or locomotive or the kind of film he used," Plowden continued. "I admire the fact that he stuck to his guns, that he went on doing this work, in spite of the fact that he really worked to a large extent in obscurity. He is one of our valuable people."

As with many other railroad photographers, Young didn't have formal training. "I picked it up as I went along," he says. Young's first pictures, taken in 1941, were of the New Jersey short line Rahway Valley. He knew everybody on the line, which was only a mile and a half from his home in



Cranford. When authors Lucius Beebe and Charles Clegg showed up at the Rahway Valley on August 10, 1945, to make photographs for their classic book *Mixed Train Daily*, Young guided them around the property.

For this tribute in *CLASSIC TRAINS*, Young mostly selected favorite photos of shortline and mainline steam. All demonstrate Young's keen eye for detail, his flair for the dramatic, and his command of the black-and-white medium, especially in the darkroom. Some depict the drama of machinery; others step back to take in the scenery.

Because of his involvement in publishing, Young had plenty of opportunities to see the North American railroad world. In his years editing *Railroading*, he covered the whole country. Typical of his efforts is his piece called "Wonders of Wanamie," depicting the last steam operation in the Pennsylvania coal fields near Wilkes-Barre.

It was only natural that, as a shortline chronicler, Young fell under the spell of the South. His first trip there was in 1955, when he called on the Lancaster & Chester in South Carolina. "The master mechanic was very friendly," he recalls. "He had three GE 70-tonners. I was very interested; most of my diesel experience was on 70-tonners. He told me, 'We helped out the Hampton & Branchville; when you go there, use my name.' The person there had a reputation for having people arrested for stepping on the property, but when I introduced myself, the guy showed me everything."

For Young, part of the appeal of the short line is the intimate tie between the railroad and people who run it. In writing a short history of the Dansville & Mount Morris in New York State, Young covered the administration of

The stately march of Nickel Plate 2-8-4 No. 759 elicits a friendly wave from bystanders at New Milford, Pa., on May 31, 1970, during the return leg of a two-day Hoboken-Binghamton trip over Erie Lackawanna for sponsor High Iron Co.

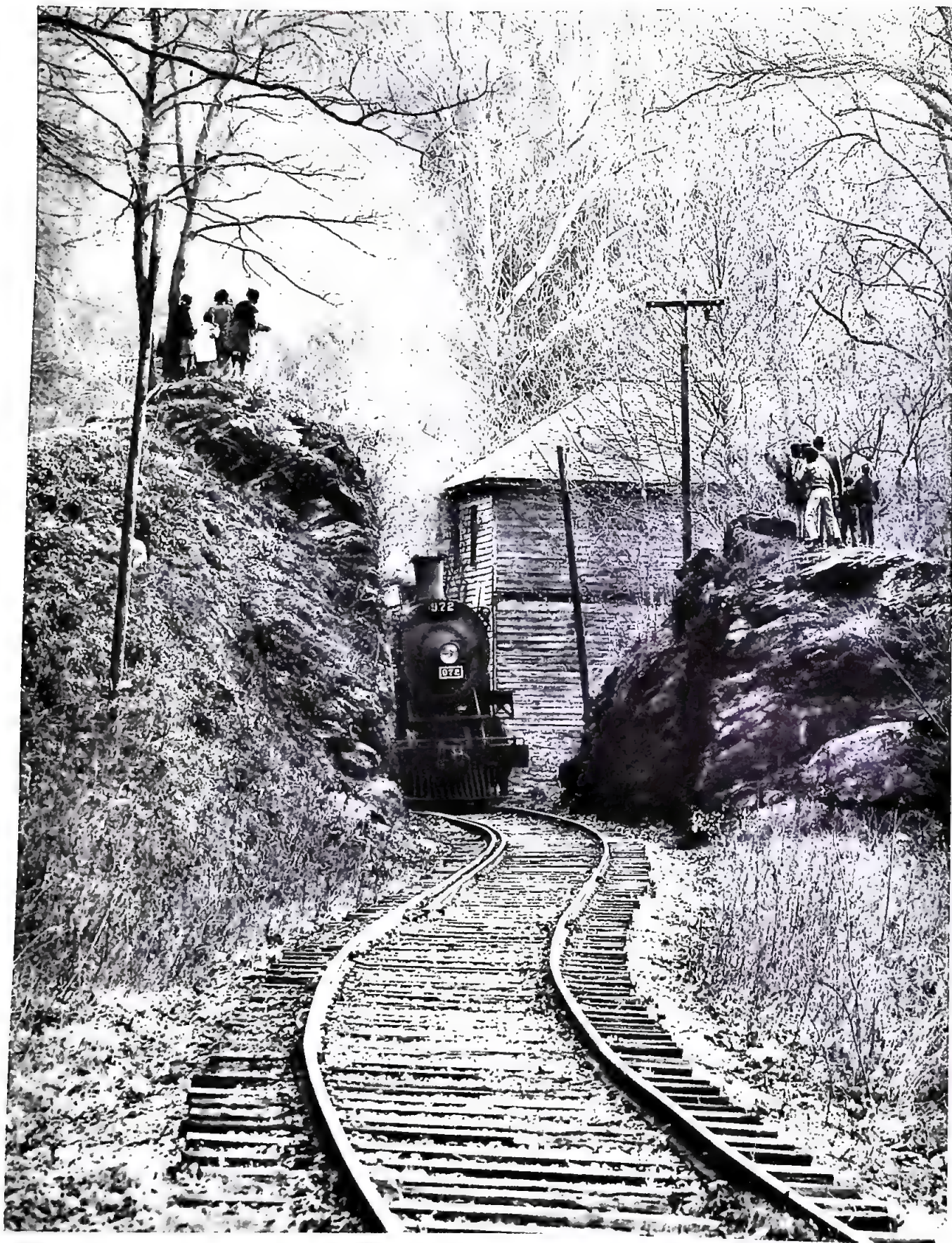
The photographer's own cropping yielded this dramatic view of Strasburg Rail Road 2-10-0 No. 90 deadheading from Bethlehem to Jim Thorpe, Pa., for a February 1968 High Iron trip.

Ambrose Murray, who owned the railroad for years. "Years later, an uncle said to me that his late father-in-law owned a short line there," says Young. "The uncle's father-in-law was Murray."

The D&MM also gave Young an opportunity to nurture his love for steam, in this case an ex-Lackawanna 2-6-0. "I went to see Joe Rongo, the locomotive engineer there for many years, including after the railroad purchased diesels. I was in a hurry, but Rongo told me, 'If you don't take a ride on No. 565 you will be sorry.' It was an interesting ride, and got more interesting. The bell would ring when we hit a soft spot. The brick arch in the firebox was out; 565 ran on the level and didn't have much work, so they got away with the light fire just fine, never having to open the throttle much. The line had a way to stretch the time allowed on tubes using the old Bureau of Locomotive Inspection rules. It would use an engine an entire year, lay up the other engine, and get the maximum time on tubes that way. This was about 1955; a diesel came a few years later." The diesel was notable in its own right, being GE's last 44-tonner, D&MM No. 1, built in 1956.

Summers on an early tourist line in New Jersey gave Young a hands-on appreciation of steam. "When I was an engineer on Pine Creek, I was running a 3-foot gauge 0-4-0. To blow down the





Steam Tours' ex-Canadian Pacific 4-6-0 treads Maryland & Pennsylvania's light iron at Bridgeton, Pa., with a northbound fantrip on November 23, 1969.

William S. Young



Bonhomie & Hattiesburg Southern 2-6-2 No. 250 steps smartly over a short trestle on the south-east Mississippi short line in November 1950.

boiler, we just turned a quick-opening valve 45 degrees, opening a big hole in a casting. One day, when we went to close it, a piece of scale stuck in the hole. Jay Wulfson [later head of the Vermont Railway] turned the injectors on. Pete Rasmussen [now president of the Middletown & New Jersey] started to drown the fire. I had nothing to do, so I went back to the valve, moved it in the other direction, and it closed. Wulfson started shouting, 'You didn't lose your head.' I was on cloud nine."

Steam also helped draw Young to another favorite short line: the Unadilla Valley, a 49-mile milk hauler in central New York, 200 miles from his New Jersey home. The railroad was aban-

doned in 1960. During World War II, it owned six steam locomotives, including an 1895 Rhode Island-built 4-4-0. Three locomotives had to be under steam at all times for the milk runs, and the milk had to be delivered on schedule, every day, to its connections with the New York, Ontario & Western and the Lackawanna.

Another railroad to capture Young's fancy was the Delaware & Hudson. As he introduced veteran railroad executive John W. Barriger III at a National Railway Historical Society banquet in Syracuse in 1975, Young learned that Barriger wanted to ride on the D&H. Young passed the information to then-D&H President Bruce Sterzing and,

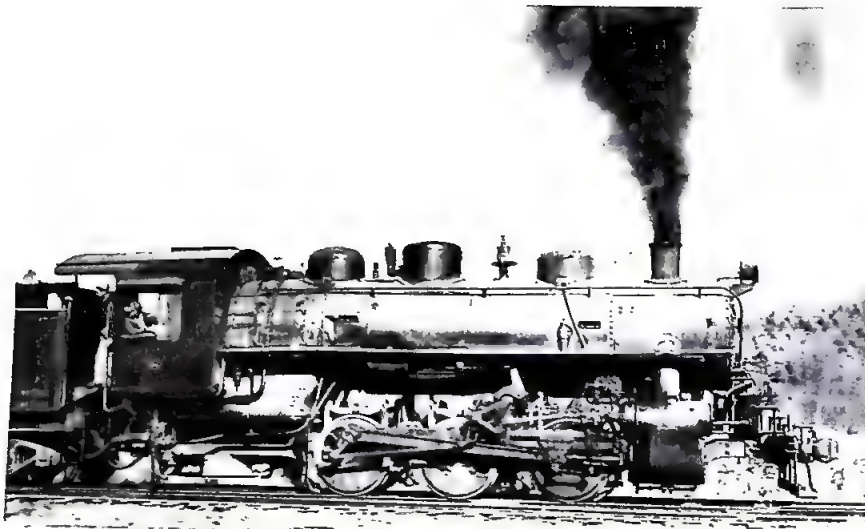
soon, Barriger, Young, and historian Albro Martin were riding to Montreal on the D&H business car.

With the end of publication of *Railroading*, Young had a chance to slow down. "It's a good thing I did, because now I am in excellent health," he says. For a while he did commercial photography, plus some television and newspaper reporting. Railroads provided a few assignments, among them D&H, Reading, and Erie Lackawanna.

From 1976 to 1979, Young divided his time between the Starrucca farm and South Carolina, then moved there to care for an aging parent. Almost every year, he spent summers back on the farm in Pennsylvania, and his re-



The twilight years of the Colorado narrow gauge also attracted Young. In June 1959, Denver & Rio Grande Western 2-8-2 No. 495 lifts westbound tonnage near Osler, Colo.



turn became permanent in December 2001. He has settled in, tending to his 10-room house and writing.

As a writer, Young's focus has shifted to the handful of railroads dearest to his heart, taking advantage of notes, photographs, and information going back to the 1940's. He has spent 20 years reading old newspapers for ma-

Built as a war-emergency switcher for stateside use by the Army, Virginia Blue Ridge 0-6-0 No. 8 digs in at Piney River, Va., in December 1960.



William S. Young

terial he can't find anywhere else.

He also has followed the history of the now-abandoned joint D&H-Erie line which crosses his property. The 58-mile line from Carbondale, Pa., to Nineveh, N.Y., started out as an anthracite coal route out of Carbondale, and later became the nucleus of the D&H. It had tough grades on both sides of Ararat Summit, and the huge 4-6-6-4 Challengers the D&H assigned there in 1940 lasted 12 years. "I felt worse about the 4-6-6-4's [retirement] than the railroad's

abandonment in 1981," Young says.

Young expects to have a book about the area's railroads ready for Susquehanna Depot Borough's 150th year next year. "It's a railroad microcosm, all this stuff in a small space. There once was a 700-foot-long stone shop building, used first for locomotives, then passenger cars. Three Erie divisions—Susquehanna, Delaware, and Jefferson—came together with two freight yards. The viaduct is nearby. The Starrucca House station hotel in Susquehanna has been

restored. The ruling eastbound grade out of Susquehanna is 1.2 percent, steep enough they had to push on heavier trains."

As both a writer and a photographer, Young describes himself as continually searching for "something more."

"I am always looking for something new about this English language of ours," he explains. And whether he is presenting local history or railroad history, Bill Young gets it done with the best imagery of the railroad. ■



Alco diesels smudge the sky with characteristic smoke as they lead southbound Delaware & Hudson tonnage over the trestle at Harpursville, N.Y., 24 miles north of Binghamton, in 1965.



Jacksonville Terminal had some fancy power
to switch the Florida limiteds



ROBERT R. MALINOSKI

RAILROADS with fleets of 4-8-4's and 2-8-8-2's to care for tended not to lavish much attention on lowly switch engines. Not so Jacksonville Terminal Co., which had nothing *but* switchers. As operator of the Gateway to Florida—the busiest passenger station south of Washington, D.C. (20,000 people on 100 trains a day in 1949), and the largest express plant in the nation (9000 cars in some months)—JT kept its engines busy. When they weren't drilling carloads of fruit and flowers on the express tracks, they were shifting occupied passenger cars from one train to another, which JT reckoned

was done more at its facility than at any other. JT's goats were its lifeblood, and a lot of people saw them. Hence the striking machine Bob Malinoski photographed on February 9, 1953. No. 14, a 1924 Alco 0-6-0, sports such advanced features as a multiple front-end throttle and roller bearings on her tender trucks. And dig that paint job! As one of at least four JT 0-6-0's decked out in University of Florida blue and orange like JT's seven NW2 diesels, plus a silver smokebox, firebox, cylinder heads, and tires, No. 14 probably turned more heads than the colorful diesels on Jacksonville's limiteds.—R.S.M.

Hoosier hot spot



With 50 trains a day on four railroads, Lafayette Junction was an Indiana train-watcher's paradise

By Hal Lewis • Photos by the author

UNTIL THE 1970's, when mergers and spin-offs changed traffic patterns, Lafayette, Ind., was a little-known "hot spot" of railroad action. The focal point was Lafayette Junction tower, located on a bluff southwest of downtown on the south side of the Wabash River. Here the Wabash, Monon, and the joint trackage of the Nickel Plate Road and New York Central (Big Four) crossed. In 1949-50, when I spent a lot of time there during my freshman year at Purdue University, the tower controlled the passing of more than 50 trains per day on the four railroads.

Nickel Plate's important Frankfort (Ind.)-East Peoria (Ill.) Peoria Division line, the former Lake Erie & Western, shared its track with New York Central's Chicago-Cincinnati Indiana Division. This 18.6-mile double-track section extended from Templeton east through Lafayette to Altamont, and was referred to in employee timetables as the "TA Double." It hosted eight NKP freights and passenger trains 21 and 22, a pair of nameless Lima (Ohio)-Peoria locals which made a lunch stop at Frankfort, Ind., NKP's hub 24 miles to the east. The busy NYC route had 12 passenger trains and 8 freights. Both roads ran additional daily turns (NKP out of Frankfort, NYC out of Indianapolis) to pick up mid-line interchange traffic. All trains on both railroads were steam-powered.

Eastbound trains on the

TA Double had to contend with an ascending grade of 0.85 percent after crossing the Wabash River, but were prevented from getting a run for the hill by a 20-mph speed limit through Lafayette. Most freights were loaded to their tonnage limits, and sometimes a little beyond. The J-1 Hudsons that powered most NYC passenger trains were also taxed, as those high-wheelers sometimes had to attack the grade with as many as 15 cars during the Florida tourist season.

The double-track Wabash main line between Detroit and St. Louis had four passenger trains, eight freights, and a daily-except-Sunday Peru (Ind.)-Tilton (Ill., near Danville) freight that accommodated passengers. The daytime passenger runs in spring 1950 would drop their workaday names of *Detroit Special* and *St. Louis Special* in favor of the fabled name *Wabash Cannon Ball*. The Wabash, which followed its namesake river valley into town from the northeast and thus was pretty much grade-free, had a station east of downtown. The passenger trains were still steam-powered with heavyweight cars, while most freights had new EMD F7 diesels, although an occasional O-1 4-8-4

NYC Hudson 5380 (opposite) struggles out of the Wabash valley with the eastbound *Carolina Special*. One of the poorest steaming J-1's on the Indiana Division, 5380 has her hands full with the 14-car train. Passing Lafayette Junction tower (right), NKP 4-6-2 167 makes light work of Peoria-Lima local No. 22.

would boom through with its loud exhaust and steamboat whistle.

The Chicago-Louisville line of the Chicago, Indianapolis & Louisville, universally known as the "Hoosier Line" or the "Monon Route" (the name it would soon formally adopt), went through downtown in the middle of Fifth Street, then curved to parallel the Wabash and cross the NKP/NYC trackage at the junction. To the west, it ducked under the Wabash to head south out of the valley. The Monon contributed two passenger trains and six freights to the busy junction, although in January 1950 it would add a weekend passenger train, the *Varsity*, primarily for college students.

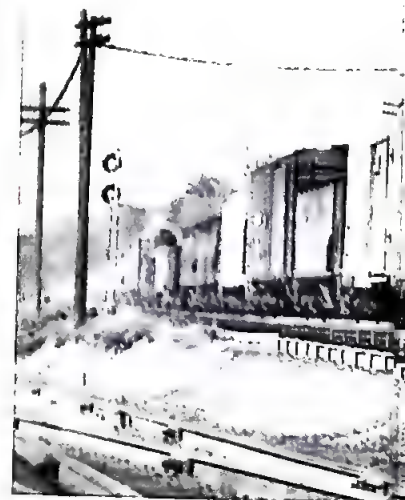
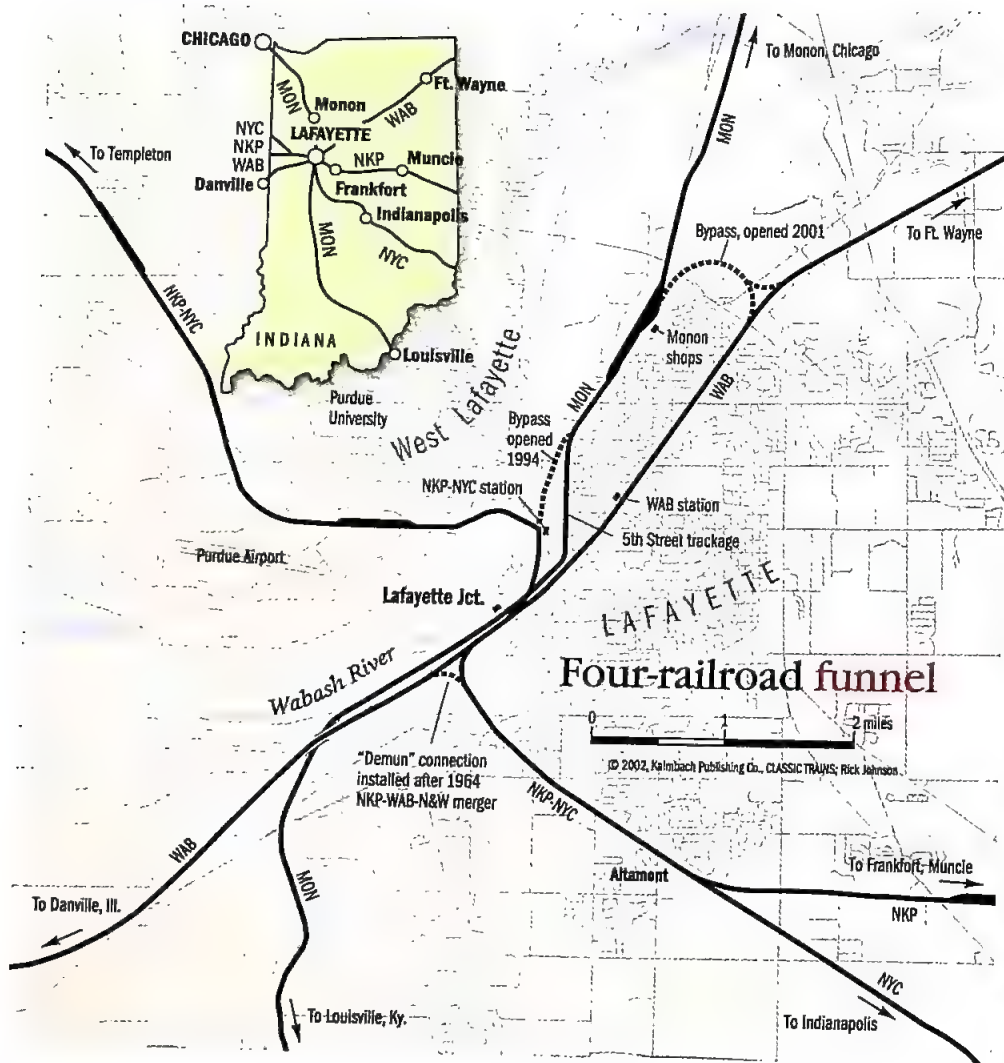
Lafayette Junction tower remained active into the 1970's as the Wabash and Nickel Plate became part of the Norfolk & Western, Louisville & Nashville took over the Monon, and NYC morphed through Penn Central into Conrail. The city has remained on the

passenger-train map in the Amtrak era, today with the nightly *Kentucky Cardinal*.

Lafayette in 1994 finally rid itself of CSX's former Monon street-running with the opening of a brand-new joint alignment northwest of downtown along the river. Norfolk Southern's ex-Wabash line freights moved over there in 2001, vacating many grade crossings through the center of town. The old NKP/NYC west of Lafayette now is short line Kankakee, Beaverville & Southern, and NS trains from Frankfort swing onto the westward former Wabash via a "new" (1980's) connection toward Illinois.

Like so many places, the site of the old Lafayette Junction tower has changed, but unlike too many, it still sees its share of trains on NS's busy ex-Wabash "automotive artery" and with the occasional CSX freight.





Having just passed the tower, a brand-new set of blue, white, and gray Wabash F7's—note the shiny coupler cover on the lead unit—rolls a freight west in 1950. After taking nine A-B-A F7 sets, Wabash recognized how B units constricted usage on a system where two units often was sufficient, and limited itself to F7A's, winding up with 118.





Handsome Wabash 4-8-4 2905 bears down on the junction with a St. Louis-bound freight in 1949. Identical in many respects to a group of 25 4-8-2's built slightly earlier, the 25 0-1's of 1930 were the biggest and last steam locomotives built for the Wabash.



Least busy of Lafayette's four railroads and almost totally dieselized by the time author Lewis came to town, the Monon received little of his attention. Here, black-and-gold F3's lead the Chicago-Louisville *Thoroughbred* about one-half mile south of the junction tower.

Just past the tower, NKP 624 attacks the hill with Second 68. The H-6 Mikados were rated at 2250 tons here; despite having 2500, the engineer shunned a helper this day. The 624 survives in Hammond, Ind.

Second 68 scenario

THE KEY to a stress-free evening for Nickel Plate's dispatcher in Frankfort was the progress of freight Second 68, generally powered by an H-6 class modified USRA light Mikado. Second 68 picked up interchange traffic at every junction between East Peoria and Lafayette. It often reached train weights beyond the 2250-ton rating for an H-6 on the grade out of the Wabash River valley. If the crew for the 2-8-0 switcher stationed in Lafayette had gone off duty, or if Frankfort didn't have a spare engine to help with the grade, the H-6 would have to tackle the hill with ton-nages sometimes far exceeding its rating. This would threaten to cause a chain reaction of delays.

First would be NKP's Berkshire-powered hot-

shot No. 62, with second-morning delivery of Kansas City beef from the Santa Fe via the Toledo, Peoria & Western at Peoria, then NYC's fast freight No. 98 from Chicago, with an L-2 Mohawk in charge. These three trains had to get out of the way of NYC No. 4, the stainless-steel Chicago-Cincinnati streamliner *James Whitcomb Riley*, generally powered by J-1d Hudson 5382, the best of the class assigned to the Indiana Division. The *Riley* was due into Lafayette at 6:50 p.m.

If Second 68 appeared at Templeton after 4:30 p.m., trouble was in the making. A heavy Second 68 would take 30 minutes to get from Templeton to Lafayette. Often, NKP would send an engine from Frankfort or hold the Lafayette switcher on over-

time to help the 2-8-2. If help wasn't available and the H-6 had to tackle the hill alone, it would take 15 minutes or longer to get into the siding at Altamont.

NKP 62 and NYC 98 also had to be moved over the hill ahead of the *Riley*. The anxious Frankfort Dispatcher would call the junction tower every five minutes to ask, "See anything of that Second 68?" because he knew the tower operator had a clear view across the valley and could see any eastbound as it passed the Purdue Airport over in West Lafayette.

Occasionally, the *Riley* would get stuck a few minutes by a Second 68-caused back-up, but more often than not the 25-year-old H-6 would get over the hill in time for the high-wheelers to speed past and be on their way.—*Hal Lewis*

NKP 2-8-0 863, the Lafayette switch engine, runs tender-first as she helps a westbound Cheneyville Turn out of town. The train is passing the NKP-NYC depot; beyond the 1905 Brooks product is the Tippecanoe County courthouse dome.





By 1952, steam had been replaced on NKP's Lafayette switcher job by a diesel. Here, Alco S2 No. 52 helps two H-6 Mikados (one with a large Berkshire-style tender) on an unusually heavy Second 68.





With her white-gloved engineer leaning far out the window, NYC Mohawk 2887 approaches the junction with eastbound time freight 98. Between 1916 and 1944, NYC amassed a fleet of 600 4-8-2's—more than any other road.





With L-2c 4-8-2 2864 up front and an H-5 2-8-2 shoving behind the caboose, an NYC westbound climbs the 1.1 percent grade at West Lafayette. The freight is headed for Sheff, Ind., the crossing of NYC's Gibson (Ind.)-Danville (Ill.) line.

Hudson 5378 is in command of NYC 416, the eastbound *Cincinnati Special*, pounding across the Wabash diamonds in April 1950. The Lafayette Junction tower is just visible above 416's RPO car. **1**





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1950: Two old competitors tie the knot



SURPRISE WEDDING: In August, Baldwin Locomotive Works and Lima-Hamilton Corp. catch the industry off-guard with the news that they will merge. Nos. 1 and 3, respectively, of the Big Three steam builders, Baldwin and Lima lagged far behind EMD and Alco-GE in diesel sales. L-H itself was the product of a 1947 merger in which Lima Locomotive Works hooked up with enginemaker Hamilton Corp. In the Baldwin-Lima-Hamilton combo, the Lima diesel line is dropped after just 174 units; Baldwin production continues until '56, finishing at 3208 units.

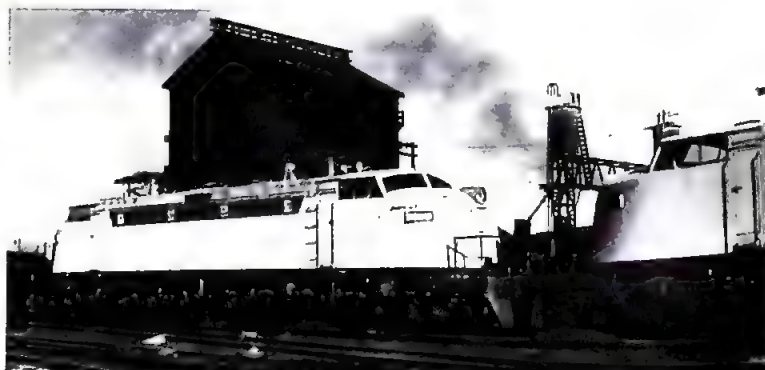


LUCIUS BEEBE

VIRGINIA & TRUCKEE ROLLS INTO HISTORY: The 46-mile Nevada carrier, born in 1869 during a silver-mining boom, beloved by Hollywood filmmakers and railfans for its antiquated rolling stock and atmosphere, and doted on by author-photographer Lucius Beebe after World War II, finally succumbs to a lack of traffic on May 31.

WAR—AGAIN: With the railroads preoccupied with such peacetime concerns as dieselization, new streamliners, and increased highway and air competition, North Korean forces surge across the 38th Parallel on June 25. The U.S. is the major participant in the United Nations "police action" that follows, and railroads once again find themselves on a war footing—sort of. In an echo of the 1940's, troops and materiel are on the move, and employees are recalled to military service.

JOES GO TO IDAHO: Partway through their construction at GE's Erie (Pa.) plant, 20 electric locomotives intended for the Soviet Union become caught up in Cold War tensions. The USSR deal is cancelled, so GE looks for other buyers for the 5500 h.p., 273-ton, 89-foot brutes. After testing one between Harlowton, Mont., and Avery, Idaho, in 1948-49, Milwaukee Road asks for all 20, but has to settle for 12 (South Shore Line gets 3 and Brazil's Paulista Railway 6). Nicknamed "Little Joes," the dozen come to West Milwaukee Shops (right) for set-up in 1950.



WALLACE W. ABBEY

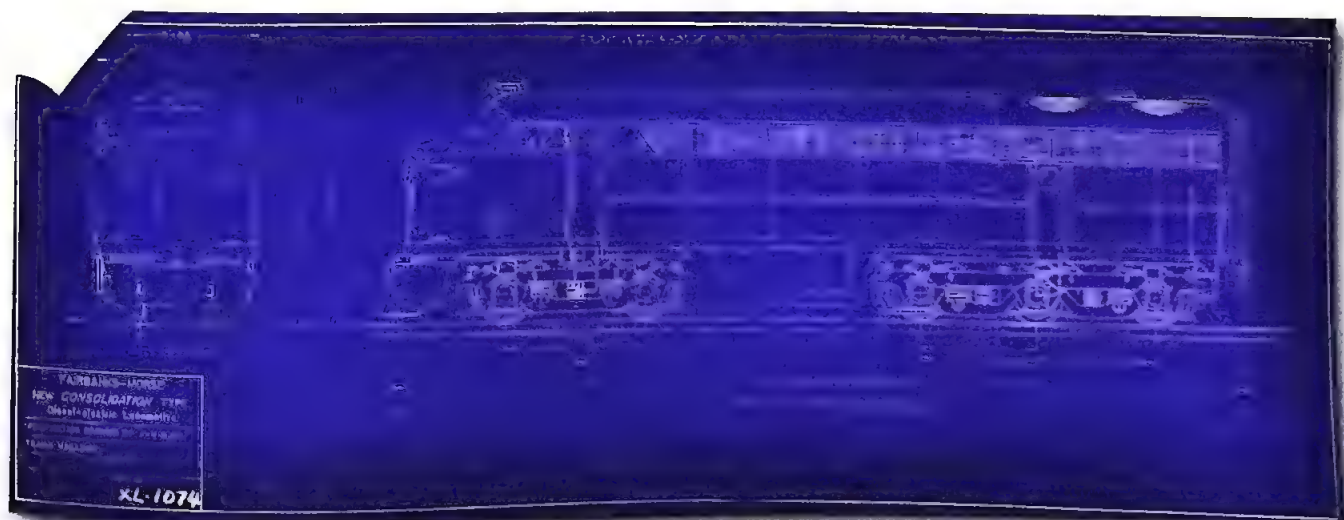


MAN BITES DOG: Steam power replaces electric as a result of a 5.17-mile relocation of Norfolk & Western's main line over Elkhorn Mountain in West Virginia. Centerpiece is 7052-foot Elkhorn Tunnel, world's largest double-track bore at the time. The new line also knocks grades down from 2 percent to 1.4, and cuts curves from 13 degrees to 4.5. With a stable of modern, capable steam power, N&W elects to scrap its 1915-era electrification over Elkhorn. New 4-8-4 603 on the eastbound *Powhatan Arrow* opens the new line on June 26.

PASSENGER DOINGS: After 3½ years on its original Washington-Cincinnati run, Baltimore & Ohio's *Cincinnatian* switches to Detroit-Cincinnati June 25. The two trainsets and their streamlined Pacifics replace the *Great Lakes Limited* on the 258-mile run. . . . Union Pacific buys the *Train of Tomorrow*, built for GM in 1947 to demonstrate postwar passenger possibilities. . . . C&O, finding the passenger picture less bright than it anticipated, sells some new cars; domes for the stillborn *Chessie*, for instance, go to the Rio Grande for the *Royal Gorge*.

LOCOMOTIVES, ETC.: Alco road-switcher production shifts from the RS2 to the RS3; at 1370 units, it goes down as Alco's second-best-selling model, behind only the S2 switcher. . . . Westinghouse fields an experimental 4000 h.p. gas-turbine in April; destined to be an orphan, the "Blue Goose" is scrapped in '52. . . . Budd's Rail Diesel Car, announced in 1949, finds several customers: New York Central, Susquehanna, B&O, Pennsylvania-Reading Seashore Lines, Western Pacific, and C&NW.

YOUNGSTER'S BIG PLAY: Fairbanks-Morse, which began building locomotives in 1944, rolls out the first of its "Consolidation Line" of cab units in September. Sophisticated in concept, the "C-Line" offers three different engines (1600, 2000, and 2400 h.p.), two wheel arrangements (B-B and B-A1A), and a range of other options—all in a standard 56½-foot carbody. Such flexibility, FM claims, yields "78 different locomotives from one basic unit." To secure a production base in Canada, FM acquires the Canadian Locomotive Co. Alas, the cab-unit wave is cresting, and FM's complex opposed-piston engine isn't for everyone, so the builder ends up selling only 165 C-Lines.



FAIRBANKS-MORSE

By train to Cedar Point

In 1966, not all the fun rides were at Ohio's Lake Erie amusement park



J. DAVID INGLES

THE PRIDE OF SANDUSKY, OHIO, is the huge Cedar Point Amusement Park on a peninsula jutting into Lake Erie north of downtown. The pride of Cedar Point, at least for railfans, is its 2-foot-gauge steam-powered railroad. On June 26, 1966, Cedar Point was a destination for a 103-mile excursion-train ride.

Somehow, a few friends of mine in Detroit, veterans of the Michigan Railroad Club, became aware that a railfan group in Akron, Ohio, was sponsoring an excursion to Sandusky, for the passengers to spend the day at Cedar Point. My MRC friends planned to go, by train, so I tagged along.

How to get from Detroit to Akron the day before? Easy: Baltimore & Ohio to Lima, Ohio, a taxi across town, and Erie Lackawanna eastward. My train log contains many rides on B&O's *Cincinnatian*, and nothing stands out in memory about this one, other than it was my fifth or sixth ride on it out of

Fort Street Union Depot in Detroit, by way of Plymouth, Mich., on the Chesapeake & Ohio. (Until early 1964, after C&O and B&O became partners, B&O passenger trains used the New York Central between Toledo's Central Union Terminal and Detroit's Michigan Central Terminal, 58 miles vs. 83 on C&O!)

The Lima connection, at just under two hours, was convenient. And once we were aboard EL's *Lake Cities* out of Lima, one incident does stand out in memory. The diner-lounge was running hot (inside, not the wheel bearings), but complaints to the crew between Lima and Marion were being met with indifference. Marion had a big yard and diesel shop, and was an EL passenger-train-crew change point.

The late Emery Seestedt, one of our small group, was becoming incensed, so as soon as we pulled into Marion Union Station, he hit the platform to find someone who would listen. Our station stop became a bit longer than the scheduled 15 minutes as a mechan-

B&O RDC's, freed from Pittsburgh commuter work, rest in Sandusky, Ohio, after unloading.

ic did come to trainside and work his magic, and we had an early supper in a now-more-comfortable diner.

Sunday's B&O special out of Akron to Sandusky was a pair of RDC's borrowed for the day from their normal Pittsburgh commuter-service duties. The route was west on the main line to B&O's hub of Willard, then north on a 28.6-mile branch that's now long gone. The photo above depicts our waterfront destination in downtown Sandusky, but so help me I can't recall if we took a boat or bus out to the park; since we are at the dock, I suspect a boat. Our Detroit party rode a roller-coaster, an aerial tram, and some other rides, but most of our time was spent on the Cedar Point & Lake Erie.

On the return to Akron, the cab of the lead RDC was full of "assistant engineers," fans and "normal people" alike. We were rolling merrily along

somewhere east of Willard on the main line when . . . *wham!* . . . a fairly good-sized bird flying up from the right of way didn't make it, and splattered itself across the center front window, cracking the outer pane and quickly reducing the non-fan cab-rider population.

At Akron, I was instructed by a member of our small group to hang back and not get off—it had been arranged that we'd ride on with the crew as they deadheaded the Budds back to Pittsburgh for the next morning's commuter schedules. The sun went down before we reached New Castle, Pa., but we were treated to a nocturnal ride on the twisting "old" B&O route via Eidenau (used for a time in the 1990's by Amtrak's *Broadway Limited*) into Pittsburgh the "back way" [map, page 16].

Approaching B&O's Glenwood Shop in Pittsburgh near midnight, our crew had a taxi called for us, and deposited us at a grade crossing in the neighborhood just west of the shop. Our destination was the Pittsburgh & Lake Erie

station across the Monongahela River from downtown and the port of call for B&O's long-haul trains, which ran through the city on P&LE rights. (The RDC commuter trains terminated at B&O's own stub-end depot across the Monongahela River.)

In recent years when dining at the Station Square restaurant that now occupies the P&LE depot's waiting room, I've made sure to relish those delightful experiences while recalling the discomfort of sleeping that Sunday night on the hard benches, waiting for the next train west, B&O No. 7, the *Diplomat*, at 7:10 in the morning. (Yes, the *Diplomat* had been a St. Louis train name, but B&O did a bit of flip-flopping train names and destinations in later years.)

The trip home via Deshler, Ohio, and a scheduled 1-hour, 34-minute connection to the northbound *Cincinnatian*, was uneventful, but we had plenty to remember from our 1010-mile weekend getting to Cedar Point and back the fun way.

—J. David Ingles

When white was black

A boyhood encounter with the dirty side of railroading

WHEN I WAS A TEENAGER, some 60 years ago, I spent much time exploring, watching, and studying the fascinating, yet very different, trains and physical plants of the two railroads serving my hometown of Coatesville, Pa. One warm and sunshiny summer morning found me pedaling my bike out North First Avenue (Route 82), which paralleled the Reading's Wilmington & Northern branch. Going a distance of little more than two blocks, I was practically out of town as I passed under the easternmost arch of the Pennsylvania Railroad's High Bridge, whose nine stone arches were flung across the valley of Brandywine Creek. Riding 90 feet above the valley floor were the four tracks of PRR's electrified main line to Harrisburg.

The Pennsy above and Reading below the bridge were worlds apart in operations and technology. The W&N's single, cinder-ballasted track seemed to reach Coatesville almost by chance af-

ter meandering over and around the scenic hills of rural Berks and Chester Counties in an endless procession of curves, then following the banks of the Brandywine through town. But the W&N enjoyed considerable freight traffic, hauled by Camelback locomotives in five regular weekday trains serving the steel mills of Coatesville and industries of Wilmington, Del. There was a passenger train, too; it carried an RPO car but very few travelers.

The PRR High Bridge spanned the W&N main track and part of its small yard, where an 0-6-0 Camelback switcher often could be found working. Sure enough, there she was up ahead, No. 1356, emitting the mushy *chuff chuff* of saturated steam as she pushed a string of gondolas filled with scrap iron over a track scale, then across a bridge spanning the creek and into the depths of the steel mill. As I hung on the top rail of an old wooden fence watching the switching operation, she

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**The Way It Was**

came toward a dirt road crossing with her whistle emitting an ear-piercing shriek.

Then the unexpected happened. I saw my first W&N freight train materialize around a curve from the green hills to the north. She came clanking slowly along and, with a loud hiss of escaping air, stopped just short of the road crossing. Here was an I-8sb 2-8-0 Camelback, the standard freight hog of the W&N. This was symbol train RN4, the second of two such southbound trains, with about 50 cars in her consist. Rolling upon 61 1/2-inch drivers and also sporting a Wootten firebox, this engine looked big and fat, yet well-proportioned. She carried oil lamps on her smokebox, and there were two white

flags denoting an extra train, but the flags were so filthy that they almost looked black.

The engineer climbed down from his center cab with a long-necked oil-can in hand. After exchanging greetings, I pointed to the flags and asked what color they were supposed to be. His reply was another question: "What color is my face?"

Well, now, his face was as dirty and filthy looking as those two flags, so my answer was black. This brought forth yet another question, "What color is my face supposed to be?" My reply then was white.

"That is correct, and the flags are the same," came his snappy reply.

—Bert Pennypacker

Room Service? Can you send up a 6300?

Thoughts on changing land-use in Toronto

IN MODERN-DAY TORONTO, ONTARIO, I'm told the Skydome Hotel occupies what was once the site of Canadian National Railway's Spadina Avenue engine terminal. Back on September 4, 1958, I spent part of a warm, late-summer night at Spadina, lugging cameras and a tripod and multiple-flash equipment to record some of CNR's still-numerous steam locomotives as they were serviced between runs. This photo

of well-maintained U-3-a 4-8-4 6300 steaming in the darkness at Spadina is one of the results of that night photo session.

The 6300 was different from other CNR steam locomotives I saw that night—she was an immigrant from the U.S.A. Built by Alco's Schenectady

CN 6300 steams at Toronto's Spadina Avenue engine terminal in 1958. Today, a hotel is here.



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Works in 1927 for Grand Trunk Western, she and some of her sisters were later transferred to parent CNR, where they worked alongside numerous Canadian-built 4-8-4's. These transferred 6300's labored in relative obscurity, but some of GTW's similar 1942-built U-3-b 6300's, which stayed in the U.S., became famous among enthusiasts, pulling the last regular American steam passenger trains in 1960. None of the U-3-a's survived (the 6300 was condemned early in 1959), but two U-3-b's are still extant south of the border, including 6325, which was recently restored to operation by Ohio Central.

Meanwhile, if you should find yourself staying in the Skydome Hotel these many years later, pause for a moment to reflect, and to remember the beehive of smoky, coal-burning steam locomotive activity which once teemed beneath your elegant non-smoking room. And, Room Service in the hotel no doubt operates out of the establishment's lower levels—perhaps in the same location where I photographed the 6300 back in 1958.

Wouldn't it be nice if you could call Room Service and ask them to send up a 6300?

—J. W. Swanberg

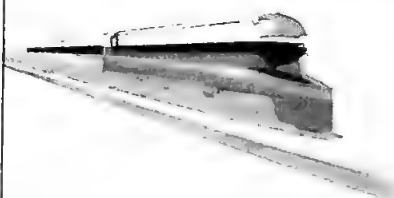
Traveling with the team

When away games meant train trips

TODAY, sports teams routinely travel by bus or plane to and from games in other cities. In the 1940's and '50's, they often rode trains, and so did the sportscasters who covered the games. Bob Brooks, veteran broadcaster for the University of Iowa in Iowa City, remembers those days well. Though not a railfan, Brooks offers valuable insights on a once-common aspect of rail travel.

Brooks was in high school in Cedar Rapids, Iowa, when he started a long career broadcasting UoI football and basketball games. World War II had taken all the available men, and broadcasters were desperate for anyone who had a voice. Brooks started with WSUI radio during the university's summer

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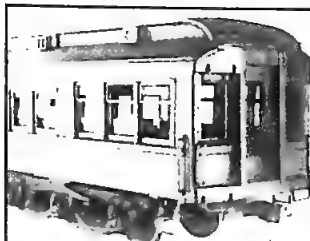
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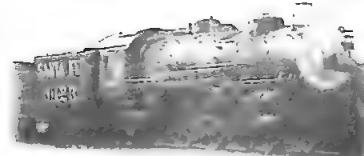
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THEODORE SHRADY

Split-second timing on the *Phoebe Snow*

Carpe diem in an observation car

TALK ABOUT SPLIT-SECOND PHOTOGRAPHY. The picture above is of Erie Lackawanna No. 1, the *Phoebe Snow*, near New Milford, Pa., between Scranton and Binghamton, in November 1966. It was no accident.

When I was with the New York Central in the mid-1960's, I came east on the *Phoebe Snow* from Chicago to New York (well, Hoboken, N.J.) with some railroad colleagues who were also railfans. We were in EL butt-end observation car 789 on No. 2, having post-lunch beverages, when we suddenly realized westbound No. 1 should be by soon. Using watches, pencil and pad, and timetable, we calculated where we were by the mileposts. Then we looked up the time of No. 1 to figure its position.

If both were on time, we reasoned, the westbound should pass us in a few minutes. As our eastbound was only a minute or two off the advertised, it was only to wonder if No. 1's situation was the same. We crowded around the rear windows—to the annoyance of fellow passengers—with cameras poised. True to our predictions, the westbound zipped by on cue in just a shade under two minutes. *Snap! Click!* Cheers all around.

There was more close timing. Had either train been a second or two off, the photo would have been blocked by a rock outcropping. And it proved to be our last chance at such a photo, as the *Phoebe* was discontinued a week later, on November 27, 1966.—*Theodore Shradly*

break just before his senior year in high school. He recalls that he would get to the university on the "the inter-urban"—the Cedar Rapids & Iowa City.

"It was affectionately referred to as the 'vomit comet' because it wiggled quite a little bit," Brooks says. The trip took 40 to 45 minutes, which is about the same time it takes today to drive be-

tween the two cities, he notes.

When a Hawkeye team traveled, they could leave either from Iowa City or Cedar Rapids. A trip from Iowa City to Columbus, Ohio, to play Ohio State usually started in Iowa City with the 9:15 a.m. departure of Rock Island's *Rocket* to Chicago. The normal operation, according to Brooks, was to go to

Chicago, stay overnight, then proceed on the Pennsylvania Railroad to Columbus on Friday for a Saturday game. After the game was over, they would leave about midnight to go back to Chicago, and change stations to return to Iowa City. Surprisingly, this was all on regular service! No equipment was chartered to handle the university's

football or basketball teams.

Brooks recalls the team walked as a squad when they got to Chicago, either between stations or to their hotel. The purpose of this was to keep their legs stretched after the travel. Usually, the walk was to the hotel.

Brooks also did games of the Iowa Seahawks football team. These were members of the pre-flight school the U.S. Navy had at University of Iowa during the war. Brooks recalls that "this was not pilot training; this was conditioning, hand-to-hand combat, how to survive in the jungle, get yourself into shape, that sort of thing."

The program attracted some superior athletes, but they, like everyone else, traveled by train. Brooks recalled a trip to Michigan, where he did a Seahawks game. "The captain of the Iowa pre-flight school and I sat on the floor of the men's room on the whole trip. That was the only space available."

While we often hear of rail travel problems during World War II, Brooks remembers that travel was difficult everywhere. "One night, the team checked into what was then the Stevens Hotel in Chicago. It's now the Hilton across from Grant Park. It was so full of military and the Iowa football team and whoever else they had, that the only place I could sleep was in the bathtub!" Brooks also notes that many weren't so lucky: "The train stations in those days were just jammed with people. They were sleeping on the floor; they were sleeping in the public rooms. It was just an absolute mob scene."

After the war, while Brooks was attending UofI and broadcasting the games, things got better. The teams continued to take the trains, generally busing up to Cedar Rapids to catch the Chicago & North Western trains east, which ran later in the day than the Rock Island's 9:15 a.m. Iowa City departure. In spite of it being easier to get sleeping-car space after the war, the team still stopped overnight when they went through Chicago.

In an indication of how much sports has changed in the last 50 years, Iowa teams never went west for regular games. For their first appearance in the Rose Bowl on New Year's Day

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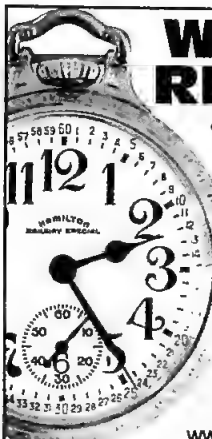
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1956, they flew out to Pasadena, Calif.

The transition to flying, however, was gradual. Brooks recalls flying on DC-3's that, he says, had been in service in Burma during the war. These, however, were charters, not regular service flights.

Brooks can't remember the last time the team took the train, although he thinks it was probably a trip to Minneapolis to play Minnesota. "What they did then was leave Cedar Rapids in the late evening and take the sleeper. It took all night to get there. I can remember their big switching point in those days was Manly, Iowa. You'd just maybe get to sleep and they'd start to rack up those cars, bump 'em and split 'em. You didn't get any sleep to speak of." (This was probably Rock Island's *Zephyr Rocket*, a combined service with the Burlington between St. Louis and

Minneapolis. The Rock Island ran the train between Burlington, Iowa, and the Twin Cities, and CB&Q handled it between Burlington and St. Louis. They would catch this train in Cedar Rapids because it did not operate through Iowa City; rather it crossed the Rock's Chicago-Omaha main at West Liberty, 20 miles to the east. Boarding at Cedar Rapids gave the team more creature comforts than West Liberty.)

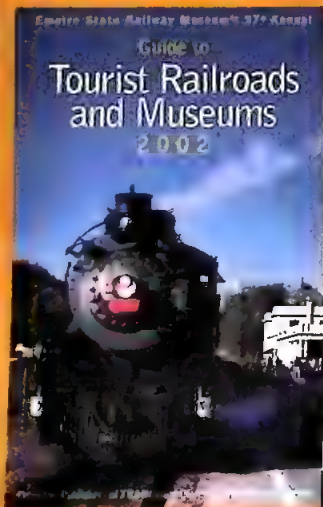
Despite a number of slow or uncomfortable trips, Brooks has fond memories of his train travels. "You made a lot of closer friendships and acquaintances because you were together with the players and the coaches and the other press for a longer period of time. You had some bridge games or other card games, and the club car probably got a good workout."

A winter storm was responsible for

one of Brooks' final trips by train as a broadcaster. It was in the late 1960's, after the team had switched to air travel. "We were in Chicago playing Northwestern, and after the basketball game Saturday night, we were scheduled to fly home on Sunday. Well, they had a foot and a half of snow in Chicago, and on North Michigan Avenue, you could walk right down the center of the street because nobody was moving. My wife was with me, and we went to the Union Pacific station and got a train." (No doubt they went to Union Station to catch one of the UP "City" trains, which ran into Union over the Milwaukee Road after 1955, and stopped at Marion, Iowa, a Cedar Rapids suburb.)

Sums up Brooks, "It seems kind of romantic to think back on it . . . a romantic period of time we'll never see again, I'm sure." —Nick Thomas

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The great Great Western freight encounter

A day of discovery in Waterloo, Iowa

A FAMILY VISIT took me to Waterloo, Iowa, on a June day in 1961, but it was good ol' railfan instinct that made me reserve some time to explore Waterloo's points of railroad interest, camera in hand. That's why I was at the Rock Island passenger station on the city's west side (of the Cedar River).

A distant air horn and the roar of diesel exhaust told me a train was coming. Perhaps I would be lucky and get a shot of units still in the Rock's original red-and-black "Rocket Freight" paint scheme. By 1961 most CRI&P diesels had been repainted in the somber, solid maroon dictated by rising costs.

Sure enough, a set of somber-colored units did appear, but they were not Rock

Island's. The slowly approaching freight coming along Bluff Street was led by Chicago Great Western locomotives.

Not knowing the city, I wondered if this was a detour move. The patient station agent enlightened me. This was a CGW freight en route from Oelwein, Iowa, to Des Moines and Kansas City. It was where it was supposed to be, on CGW trackage. I learned that the Great Western entered Waterloo on the east side. It continued southwest into town, passing over the IC yard on a bridge and then by CGW's own Sycamore Street depot at the edge of the business district.

The line crossed IC's downtown passenger line at grade and then spanned the Cedar River on a bridge. Once on

the west side, CGW curved across Rock Island's Manly-Burlington (Iowa) line and then ran parallel to the CRI&P for several blocks. The two tracks closest to the RI station were the Rock's.

A timetable in my collection revealed that the Rock Island station was once known as a union depot, with trains of both carriers calling there. The February 1924 Great Western public timetable lists four trains each way, all stopping at both the union depot on the west side and the Sycamore Street station across the river.

In 1961, I was 15 years too late to see a massive 2-10-4, or any other CGW steam locomotive, possibly pulling some of the road's homemade trailer-carrying flatcars. A visitor today, however, would be 40 years too late to see any trains at all along Bluff Street. The old CGW exists only to the northeast,



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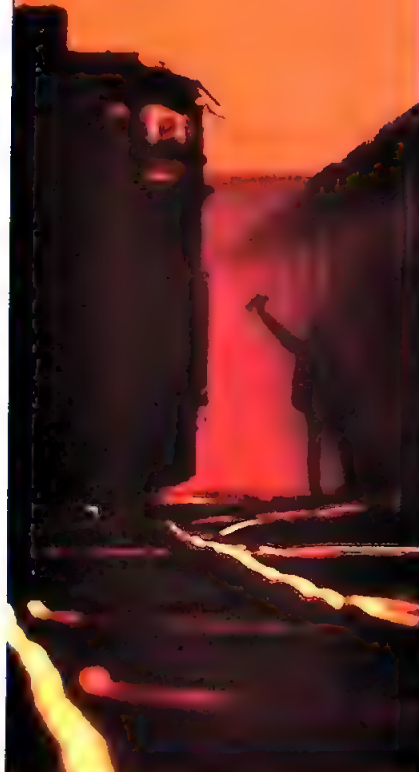
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The Way It Was



Depot and diesel wear different heralds, but nothing is out of the ordinary as a CGW freight ambles past the RI station in Waterloo, Iowa.

up to Oelwein, as an "orphaned" Union Pacific branch, and the Iowa Northern, successor to the Rock Island through Waterloo, uses the old CGW bridge and main line, plus the Waterloo Railroad, to circumvent the center of the city around to the east and north.

I was luckier in 1961 than I realized.

—Richard J. Anderson

Birth of a nickname

From stuffed shirt to mussed shirt

BRUCETON was a busy junction in west Tennessee on the Nashville, Chattanooga & St. Louis Railway. One engineer who worked out of there was known for his pompous, stuffed-shirt manner and lordly bearing which often grated upon others.

Drawing a hotshot run out of Bruce-ton, this engineer put his 2-8-2 to serious work and was highballing in earnest near Murray, Ky., with his engine's ears pinned back. Weaving in and out of curves, neither the engineer nor the fireman could see many of the grade crossings until they were almost on top of them. Whistle screaming, the freight was popping it at about 50 mph when it met a blind curve, occupied by a stalled semi-trailer rig! The driver had bailed out, leaving the cargo—a load of year-



RICHARD J. ANDERSON

ling steers—to their fate. Unable to stop, the 2-8-2 sliced through the flimsy truck, ripping it apart and scattering it all along the right of way.

Not only did pieces of steel sail through the air in every direction, debris in the form of straw, pieces of livestock, and manure splattered all over the locomotive. Wind whipping back along the boiler carried the detritus to the cab where the engineer, leaning out in the classic pose, was liberally covered by bits of "cow" and "fertilizer."

Once the train got stopped, the rear-end crew hit the ground and ran forward to see what had happened. Reaching the engine, they saw the engineer staggering down the track, desperately wiping cow guts and other material from his face and goggles, cursing loudly. Instantly, the conductor and brakeman doubled over in laughter, making the engineer's remarks all the hotter.

Word of the accident reached Bruce-ton. The scene was described in vivid detail to eager listeners, complete with hand gestures and facial expressions. Riotous laughter ensued, and the story was soon carried all over the NC&StL. Ever afterward, whenever the engineer was seen by other employees, he often got displays of men wiping their eyes and faces and having a rich laugh at his expense.

The incident even earned him a nickname, along the lines of "Old Fertilizer Face," though the actual monicker was a bit shorter—and coarser!

—George Rieves ■

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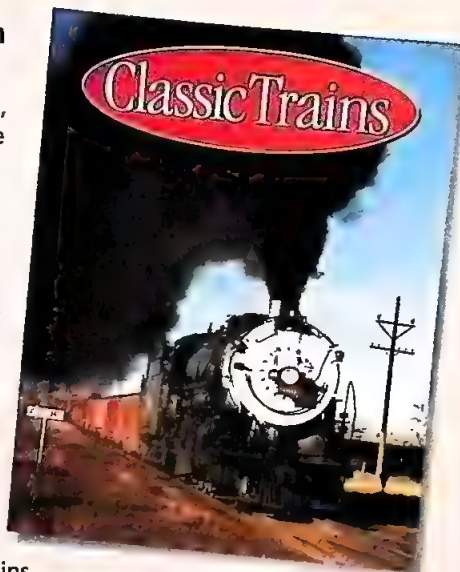
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American Models	93
Bates Publishing	13
Bytown Railway Society	88
Cape Ann Train Company	18
Carl Loucks	88
Catenary Video Productions	17
Central Electric Railfans	15
Classic Toy Trains Magazine	94
Classic Trains Magazine	19, 95
CPM	7
Four Ways West	18
Garden Railways Magazine	91
Herron Rail Video	100
Hilton Publications	91
Little River Locomotive Company, Inc.	16
Machines Of Iron	10
Marklin, Inc.	2
McMillan Publications	11
Mileposts Publishing, Company	91
Model Railroader Magazine	94
Mountains-of-the-Sky Photography	13
NRHS	89
Pentrex	17
Perry's Hobbies	87
Pixels Publishing	89
The Printing Machine	89
Rail Plaque	17
Railroad & Heritage Museum	89
Railway & Locomotive Historical Society	89
Ralph Brown-Model Maker	89
Rediscovered Paper	89
RGM Watches	91
Rose, Ted	13
Semaphore Records	91
Signature Press	12
TLC Publishing	12
TRAINS Books	3, 92, 99
TRAINS Magazine	94
Trains Unlimited, Tours	91
trainutz.com	15
Transport History Press	87
Transquip Company	15, 17
Vanishing Vistas	91

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In a photo from *Passenger Trains of Yesteryear: Chicago Eastbound*, E7's stand at La Salle Street Station, Chicago, with NYC's 20th Century.

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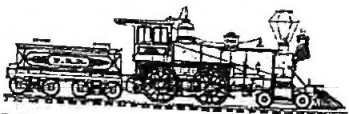
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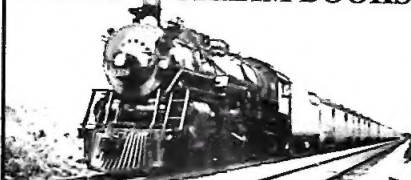
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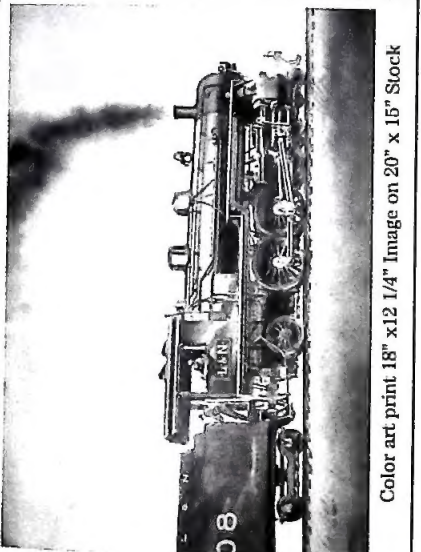
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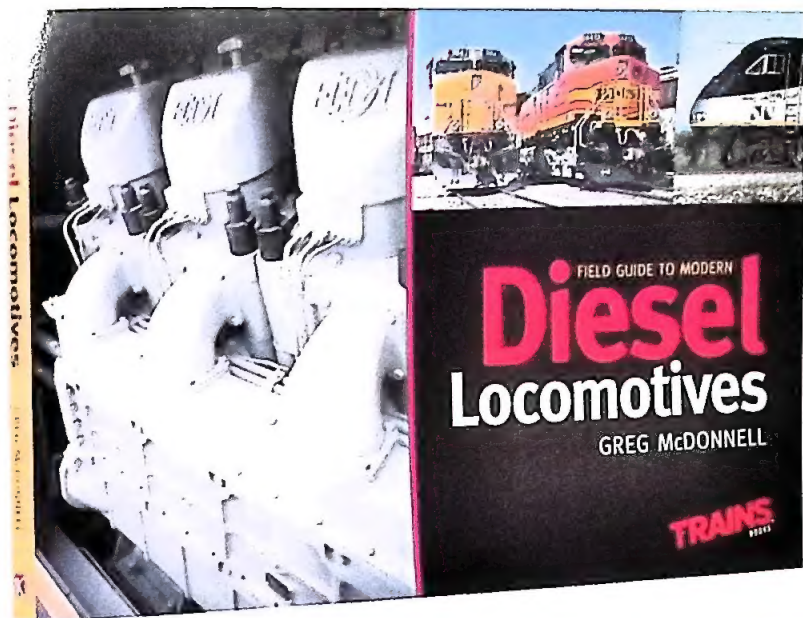
THOMAS J. MILLS

Bumping Post

Tip of the Cape

WAY OUT ON THE TIP OF CAPE COD, at Provincetown, Mass., we're looking down on the eastern extremity of the New Haven Railroad. NH dropped regular passenger service here in 1938, but was ordered by the state to run a single daily-except-Sunday round trip from Boston for the summer 1940 season. Sunday extras also operated that year, and this photo from atop the Pilgrim Memorial Monument shows a white-flagged Pacific ready to depart with a five-car train. The Cape Cod line was abandoned in 1960; by then an old cabooses had replaced the buildings at Provincetown. **I**

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